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TIME-TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 5.00 „ „ 15 „
5.00 „ „ 8.10 „ „ 10 „
NIGHT CARS
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAYS
Extra Car—12 midnight.
SUNDAYS
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 „ „ 11.00 „ „ 10 „
11.30 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 5.30 „ „ 15 „
5.30 „ „ 6.00 „ „ 10 „
6.00 „ „ 6.30 „ „ 15 „
6.30 „ „ 8.10 „ „ 10 „
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KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 3 A Local. a.m.	No. 5 Through Express a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 21 Local. p.m.	No. 31 Local. p.m.
CANTON (Tai Sha Tau)	dep.		7.20		8.35		3.30			
SHEK LUNG	arr.		8.60		11.07		4.45			
	dep.		8.45		11.17		4.40			
Sham Chun	arr.		10.25		2.00		6.40			
	dep.	7.27	10.30	8.10	4.30	11.45	6.45	2.00	5.04	6.11
Sheungshui	dep.	7.53	—	8.18	4.57	11.52	—	2.06	5.10	6.17
Fanling	arr.	7.57	—	8.21	4.43	11.55	—	2.10	5.14	6.21
Taipo Market	dep.	7.46	—	8.32	4.54	12.05	—	2.21	5.24	6.32
Taipo	dep.	7.52	—	8.37	5.00	12.10	—	2.27	5.30	6.38
Shatin	dep.	8.04	—	8.50	5.14	12.22	—	2.40	5.43	6.49
Tsumati	dep.	8.17	—	9.04	5.30	12.35	—	2.52	5.55	7.00
Hunghom	dep.	8.32	—	9.10	5.36	12.41	—	2.59	6.02	7.06
KOWLOON	arr.	8.36	11.10	9.13	5.39	12.44	7.26	4.02	6.02	7.09

UP TRAINS

Stations		No. 4 Local. a.m.	No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local	No. 16 Local p.m.	*No. 18A Through Express. p.m.	No. 22 Local p.m.	No. 24 Local. p.m.
East Ferry leave	H.K.	6.25	7.55	8.05	10.15	11.45 a.m.	1.05	1.55	4.35	6.05
KOWLOON	dep.	6.46	8.10	9.20	10.33	12.18 p.m.	1.18	2.15	4.52	6.23
Hunghom	dep.	6.50	—	9.25	10.37	12.24	1.22	—	4.56	6.29
Tsumati	dep.	6.57	—	9.32	10.43	12.09	1.28	—	5.03	6.36
Shatin	dep.	7.09	—	9.46	10.56	12.23	1.40	—	5.14	6.47
Taipo	dep.	7.22	—	10.00	11.09	12.35	1.53	—	5.27	7.01
Taipo Market	dep.	7.26	—	10.07	11.13	12.39	1.57	—	5.31	7.04
Fanling	dep.	7.37	—	10.19	11.23	12.47	2.07	—	5.41	7.15
Sheungshui	dep.	7.41	—	10.23	11.27	12.50	2.11	—	5.45	7.19
Sham Chun	arr.	7.45	8.50	10.28	11.32	12.55	2.16	2.57	5.50	7.24
	dep.	—	8.55	10.30	—	—	—	3.02	—	—
SHEKLUNG	arr.	—	10.33	1.52	—	—	—	—	—	—
	dep.	—	10.40	2.15	—	—	—	—	—	—
CANTON (Tai Sha Tau)	arr	—	11.50	3.10	—	—	—	5.48	—	—

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling dep.	8.50	12.00	2.20	6.00	Shatankok dep.	7.05	10.20	1.05	5.00
Shatankok arr.	9.45	12.55	3.15	6.55	Fanling arr.	8.00	11.15	2.00	5.55

H. P. WINSLOW, Manager.
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Water on Blocks at Spring Tide	28 „	24 „	24 „

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Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

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Floating Crane capable of lifting 30 tons weight.

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FIREBRICKS.
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Goods not cleared by the 9th Oct., will be subject to rent.

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No Fire Insurance will be effected by us in any case whatever.

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THE Steamship "LAISANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

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All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

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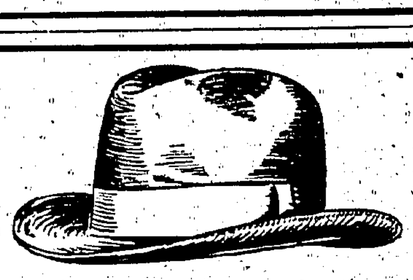

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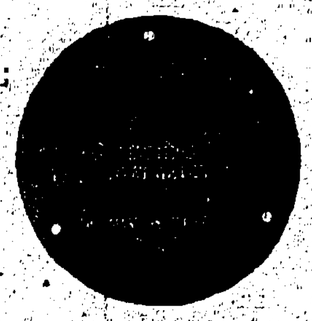

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ADVENTURES IN SINN FEIN IRELAND.

[BY ROBERT LYND, IN THE "DAILY NEWS."]

GALWAY.

I saw a magpie at Mullingar. I knew that something was going to happen. I saw two magpies near Athlone. I guessed there was nothing to worry about.

When we left Dublin for Galway at 7.25 in the morning there were no armed men on board. There was a soldier in the train, but he was rifleless, so we passed along the side of the sleepiest canal in the world and through the middle of the sleepiest bog in the world, where a lonely seagull swooping above a field is a commoner sight than a man, and where yellow trises are commoner than wheat. It was difficult not to believe that we had reached one of the last refuges of peace.

Even a solitary policeman sadly parading a wayside station did nothing to dispel the picture of an Ireland wrapped in eternal quietness. The Shannon at Athlone was as still as a fairy lake. It was only when we reached Athenry that a platform garrisoned by a score of police with rifles enabled one to realise that the Ireland of which one reads in the papers is really true.

THE HOLD-UP.

It was soon evident that the train was not going to be allowed to proceed. Policemen with rifles poured into two carriages, and the engine driver leaned back in his engine and looked up as if he were going to spend the next year studying astronomy. There was no new move on either side, the police I suppose, were acting under orders from headquarters, but no engine driver south of the Boyne was going to carry them a step further. They remained in a train that they knew was not going to travel, reading papers and talking, while a sergeant with a revolver in his belt kept another squad of men on the platform.

The passengers got out to discover whether there was any chance of reaching Galway. A young Irish Volunteer—at least I suppose he was one—told them not to worry and took possession of the platform in a quiet efficient way, and even British officers went to him, not to the police, for help.

OFFICERS' DILEMMA.

Most of the passengers shook their heads, laughing at the mishap we had tumbled into, but two old women in red petticoats and with shawls over their heads kept muttering, "God help us," "O God, will we ever reach Galway at all?" and a little crippled boy with freckled hair put his fists into his eyes and wept. Everybody pressed round to comfort him and to slip pennies into his hands, and his gulps became less frequent.

The British officers—they were dressed in mufti—began to get impatient, and suggested that they might themselves go down to the garage and find a motor. "Stay here," the Volunteer told them. They would go nowhere without seeing him first. "I'm in charge here." He said it politely, not brusquely, but one gathered that he wished to impress on them that the Irish Republic was the governing body in that part of Ireland.

As we stood arguing, "Whatever you do," said the Volunteer, "don't lose your sense of humour." "No," said a cheerful white-haired man. "I'm more likely to lose my temper."

THE ANGELUS.

The Angelus bell rang, and all the loquacious groups fell silent as the men took off their hats and crossed themselves and said their prayers. The first motor arrived, and a young man threw himself into it with his bag. The Volunteer raised his hand. "We must cater for the ladies first," he said. "Come out." He filled the car with young women, told them exactly what fare they should pay, and then went off down the platform and brought back the crippled boy in his arms. The little chap had been in a hospital in Dublin and was travelling alone. He went off in the car almost able to smile by this time, sitting on a young priest's knee. The Volunteers then promise dthe next two motors to the officers, as they were on a holiday, and the rest of us had to be content with the promise of a lorry.

I strolled down the platform, seeing two papers on the bookstall, one called "Sport." I bought them to see if they had anything to say about railway travelling in the Lloyd George era. I came back and watched the jackdaws, who were skipping about in the air, making jeering noises. The children in a school playground across a field did not even jeer at us, but went on with their games.

OF TO GALWAY.

At length half the policemen got out of the train and marched off down the road to their dinner. Four remained on the platform; the rest of them stayed in the train with a determination worthy of Casabianca. The engine-driver then began to shunt the train back into a siding, where all the train but the mailvan was uncoupled. Then he got hold of the guard's van, somebody put on steam, and rushed through the station off to Galway, while a porter put his head out of a window, called out a farewell "Pip-pip," and the victims on the platform sent a laughing cheer after him.

Seeing that the engine was gone, the police in the carriages got out on to the line and marched back to the platform, but they were too late to catch the Galway train. Then the lorry arrived, and a mass of us climbed into it. Luggage to the right of us, luggage on the top of us, our knees higher than our chins, our feet lost among everybody else's feet, women in shawls, commercial travellers, and myself bundled together like fowls for the market.

Then the lorry broke down. There's never one thing happens but another thing happens. Then they took the lorry to pieces, disembowelled it, hit it with a wrench in the wrong places, twisted every screw and wire in it till it groaned and departed this life. Then we got out and waited for the other motors to return from Galway while we starved on the foodless platform, and the old women groaned for a cup of tea.

735 YEARS OF IT.

I asked a man near me how long this new phase was going to last. "Maybe a year, maybe for ever," he said. Another man added: "This is the last final struggle and the last of all."

(Continued at foot of next column.)

KEMAL'S FORLORN HOPE.

"BOLSHEVIKS COMING."

CONSTANTINOPLE, August 20th.

Mustapha Kemal Pasha is spreading the report in Asia Minor that the present Bolshevist military forces will soon be turned against Constantinople and the Allies be driven out. This propaganda is printed not only in Kemalist papers, but in his *communiqués*. His latest has reached my hands from the Commander-in-Chief on the Smyrna front, and says:

The general situation is turning in our favour, and the following announcement will serve to elucidate public opinion. The Bolsheviks who have risen up against European tyranny have annihilated the Polish armies and are about to attack and cross through Roumania and Bulgaria to rescue Constantinople. Neither the British nor French Governments can mobilise against the Bolsheviks, because their soldiers would make common cause with Bolshevism. British and French Bolsheviks profoundly sympathise with their Russian comrades. Our victory is approaching. Already the 11th Bolshevist army, composed of Tartar Moslems, has crossed the Caucasus frontier and is coming to our aid. Their troops are well equipped and armed, and they are bringing us money.

AMAZONS' APPEAL.

The Kemalist headquarters announce that there is a large number of women among the new volunteers, and publish the following remarkable appeal from the Turkish women of Boli, an important town in Asia Minor:

Owing to the cowardice of our men and disobedience to their religion, the enemy has seized our first capital, Broussa, and defiled the tombs of our Sultan. If our men are powerless to drive out the enemy from these sacred places we demand your authorisation to leave for the front. Let them give us their arms and we ourselves will defend our soil, honour, and religion. Let them cower at home or flee, but one day they will meet us face to face in the next world. We declare we trust in God, and demand to be sent to the front as soon as possible.

Signs are accumulating that during this respite from attack the Kemalist influence is waning. Risings of the Turkish population against his forces have been more frequent. Nevertheless, savage reprisals on rebels have been carried out. Many Greek and Armenian villages in the interior have been destroyed in revenge for the Greek advance. It would seem that Kemal Pasha really hopes that his last card—Bolshevist aid—will not fail him.

WHEN IS A WOMAN HAPPIEST?

DISILLUSIONMENT AFTER 35.

Based on the comparative returns of men and woman suicides is the assertion by Dr. Josiah Oldfield addressing the Medico-Legal Society, that women are happiest and at their best from the age of 35 onwards.

He challenges the popular idea that the young woman is queen of the earth, and that at sweet seventeen she has the world at her feet. "Life undoubtedly becomes more pleasant and attractive to women after they have reached 35," he remarked. "More young women commit suicide between 15 and 35 than young men, but once the latter age is attained the position is entirely reversed. Men suicides are largely in the majority."

"Why are women so much happier after 35? For one reason, because they have passed the ideals of girlhood and reached disillusionment. They have arrived at a stage when family ties become so much more binding, and the love of children makes them cling to life at all costs. They are able to give time to the acquisition of beauty, which in their earlier years, went to the pursuit of pleasure. My own belief is that not only should every woman be beautiful, but she can be so if she gives her mind to it."

"Well," said I, "it has already been going on seven hundred years."

"Seven hundred and thirty-five," he corrected me, with a patient smile.

Then three more motors arrived, and we set off after a wait of about three hours. It was not exactly furious driving, it was more like travelling on a comet. We ripped through a land of stone walls, up stony hill and down stony dale, till we found ourselves looking down on the grey waters of Galway Bay. We met one covered van filled with policemen and rifles. We met an officer in uniform solitarily driving his motor.

"Is it safe," I asked my neighbour, "for an officer to go about like that?"

"Why would not it be" he asked, "Hasn't everybody the right to go where he likes if he's not carrying arms or munitions?"

It's queer time, as the poet said during the war, and a queer world. During the whole day I saw no example of ill-nature on the part either of a Sinn Feiner or of a policeman or of those who were neither. If there's bitterness it is not the fault either of the people or the police, but of English statesmen, who confess themselves willing to sacrifice a million lives rather than admit that Irishmen are the equals of Belgians in their capacity for liberty.

"THE LAST OF ALL."

It is obvious that the Government has now decided to blockade Ireland by closing down the railways, as though the world were not already crying out under a superfluity of suffering. Is their object to goad the Irish into insurrection? Most of the Irishmen I have met seem confident that their people will refuse to be so goaded. They seem sure, too, that there will be no famine even if the railways never run again.

"The last final struggle, the last of all." It could be ended tomorrow for the ordinary twenty shillings' worth for liberty. Five years ago it could have been done for ten shillings' worth. Last year it could have been done for fifteen shillings' worth. The struggle had been going on for only seven hundred and thirty five years.

HOUSING PROBLEM IN TIENTSIN.

PRINCIPAL TOPIC OF CONVERSATION.

The *Peking and Tientsin Times* in a leading article on the above topic says:—The housing problem is at last with us, and it becomes more acute daily. Not more than a year ago a prospective tenant could have a wide choice in most of the Concessions, particularly in the former German Concession, but nowadays an enquirer has reason to be grateful if the various Companies and individuals owning house-property merely consent to add his name to the list of house-seekers. Practically all the house-owners have lengthy lists of names and some of them now deem it advisable to inform enquirers of the futility of hoping for accommodation, and to decline further to extend their lists. It is the principal topic of conversation. Although the houseless are of course comparatively meagre in number, they pour their lamentations into every willing or unwilling ear, and therefore even those who, comfortably established in their own homes, would fain refrain from troubling their souls about the question, are not allowed to remain in peace.

The reasons for the shortage are not far to seek. Practically every foreign community here, save the Germans, has greatly increased during the past year or two compared with the population before and during the war. The last Census taken in the Foreign Concessions, in 1913, gave the total foreign civil population in those areas as 3,093. The total included 2,175 Japanese, 644 British, 412 Germans, 149 French, 147 Americans, and 141 Russians. Enquiries in British and American official quarters yesterday showed that the British population is roughly estimated at a little under 1,200, whilst the stable American population has increased nearly threefold. There is also a considerable floating population, residing in Hotels, all of which are full. The strength of both the French and Italian communities has undoubtedly also been heavily reinforced during the past year to two. The most conspicuous feature of the increase of foreign population, however, is the sudden influx of Russians and Poles. During recent months hundreds of these nationals have flocked to Tientsin. A fair proportion of them are of the wealthier class, who could no longer endure the difficulties and hardships in Russian territory that even wealth could not altogether overcome, whilst there are others who have to fight a hard battle for existence. Most of them are of the educated class. It is this invasion that is primarily accountable for the sudden development of the housing question in Tientsin, but it is a factor that is likely to disappear sooner or later. While a certain number of Russians have established businesses here during recent times, and are therefore likely to remain, the great majority have no settled interests here. They are merely refugees from Russia and Siberia, and are sojourning here to obtain surcease from the harshness of life in these lands. When Russia emerges from her trials, and life in that country again becomes tolerable, they will doubtless return, for they are practically in exile in China. Some of them, possibly, will endeavour to return to European Russia directly communications are re-established and the political situation is clarified.

With the exception of the blocks of residences erected in the British Concession, off the Racecourse Road, and in the French Concession near the new Park, off the Bristow Road, and the numerous villas built in the Russian Concession, there has been comparatively little building construction for foreign domestic occupation during the past two or three years. The growth of commercial and industrial interests, however, has necessitated widespread building activity, and many important structures, such as the Kailan Mining Administration, Jardine, Matheson & Co., and the International Bank offices, etc., are in course of erection. House-building has completely failed to keep pace with the increase of population and even if the influx of people from Siberia had been far smaller, the housing problem would soon have become marked. The situation has been aggravated by the unsettled conditions in China. A considerable number of prominent Chinese officials and ex-officials, and politicians, have provided themselves with places of retirement during their temporary or permanent elimination from political life, and numerous other establishments are retained in case their owners or tenants become involved in peril from the periodical changes in the political situation and find a retreat to a *foreign Concession eminently necessary*. We omited to mention the rapid growth of the Italian Concession above, simply because it has never become a very important factor from the viewpoint of the foreign resident, since most of the residences recently put up in that Concession were constructed for, or have been acquired by, wealthy Chinese. The restrictions that have been imposed in some parts to cope with this feature of the problem have undoubtedly mitigated the worst consequences, but it is practically impossible to remove this grievance altogether. In some respects the habit of wealthy Chinese officials to erect "funkholes" in areas under foreign control and administration has been productive of great advantage, notably in the case of the Italian Concession, which owes its remarkable development during the past few years very largely to the Chinese.

(Continued at foot of next column).

THE CHURCH IN ASIA.

LAMBETH CONFERENCE DISCUSSIONS.

[ASIATIC NEWS' AGENCY.]

London, August 10th.

The Lambeth Conference has ended, and the Bishops are scattering. Some are going back at once to their Sees, including Bishop Banister of Kwangsi and Hunan, who sails to-morrow, while others are going abroad to health resorts of various types. The reports of the Conference are to be published in a few days' time, but, in the meantime, I gather from Bishop Molony, of Chekiang, and Bishop Banister that important discussions have taken place with regard to the Church in China. In principal, the creation of a Chinese National Church has been decided, a Church which will no longer be directly under the control of the Archbishop of Cantorbury, who has quite enough to do at present without being directly responsible for the affairs of the twenty-four provincial Dioceses, which now look to him for supreme direction.

As most people know, the Bishops in China are supported and maintained by Great Britain, the United States and Canada. No doubt in time to come, the Chinese National Church, when it is created, will look to those three countries for yet a long time for financial support and the selection of fitting material for the Episcopate, but in other respects the Chinese National Church will be independent, though it will be in close association with the English Anglican Church, as is the Anglican Church in Australia, and as will be the National Church in Canada, which this year, after a century's support by the Church Missionary Society, now for the first time becomes a separate independent entity. Already one Chinese Bishop has been appointed, and there is a good deal of material from which other Bishops can be drawn. The number of Chinese clergy is already large, while the work carried on by Chinese lay workers is also very effective.

With the creation of a Chinese National Church there will be a complete remodelling of the present system of financial allocation. Hitherto funds sent out by organisations like the Church Missionary Society have been distributed through local representatives. A scheme has now been evolved under which the available funds will be administered by provincial Synods, to which delegates will be appointed on a strictly numerical basis of Church membership, due provision being made for the representation of missionary and kindred interests. In other words the Synods will be formed on the lines on which the Trade Union Congresses in this country are customarily convened. Such Synods will control everything, finance, education and missionary effort, and it is satisfactory to learn that every missionary organisation now in the field in China has taken part in the constitution of the machinery of the new National Church.

Indeed a Conference will probably be held in May next in Shanghai, in which all the interests which will be affected will be represented, and, to avoid overlapping, it is expected that one or two organisations now in existence will abdicate in favour of the newer developments. This Conference is likely to be attended by all the Bishops in China, as well as by all those interested in religious work.

The Bishops who have come home speak very appreciatively of the prospects of Christianity in China, due apparently to the official dethronement of Confucianism, and to the advent of New Thought, which is turning men to Christianity to see what it has to offer to them. They especially lay stress upon the goodwill shown by the Chinese authorities to Christian work, upon the trust placed by the Chinese in Western methods of education controlled by the Church, of the friendliness existing among the various Protestant organisations, and of the great openings for the teaching of modern knowledge, which explains the avidity with which the Bishops as a whole are urging the return of part of the Boxer Indemnity, so that it can be applied to this specific purpose in some form or other. It is therefore regarded as a hopeful story which the Bishops have to tell, and the movement will start with the maximum of goodwill.

On precisely the same lines, a similar Church of India is to be created so soon as the difficulties presented by State Endowment and finance are surmounted. The Church Enabling Act will help, and here again the innovation will be introduced at an early date.

Unfortunately the prospects of a substantial construction campaign during the immediate future are by no means bright. There are numerous obstacles to the development of building enterprise in Tientsin. . . . The vital factor here is the lack of adequate financial facilities. It is simply unprofitable to build houses at the present time, and until exchange drops considerably, and the money market is more elastic, local Companies will not embark upon building enterprises. One leading institution here, the Land Investment Company, is now, we understand, building only on the ten years' purchase system, whereby its client pays 25 per cent. of the value of the land immediately, and refunds the Company's total capital outlay for land and building within ten years at a monthly rental, based upon compound interest at the rate of 10 per cent. The price of land has very appreciably increased of late, and transactions have recently been effected on terms that would have staggered residents a decade ago. The rental assessment tax which, before amalgamation, was 3 per cent., is now 10 per cent., whilst fire insurance is also heavy. Under normal conditions the foreign population of Tientsin is bound to grow with the expansion of trade, and in view of the circumstances, it would seem that the only ground for hope in the future rests upon the hongs employing considerable foreign staffs acting upon the policy of constructing suitable accommodation for their foreign employees.

CORINTHIAN YACHT CLUB.

OUSTED BY THE RECLAMATION SCHEME.

DECISION TO WIND UP THE CLUB.

The annual general meeting of the Corinthian Yacht Club was held at the Club house on Wednesday afternoon, when the important question of closing the Club, as a result of the reclamation scheme, was discussed. Mr. G. G. Wood, the Commodore, presided and with him were associated Messrs. G. A. Burn (Hon. Secretary), E. J. Ainslie (Hon. Treasurer), R. J. Dixon and J. H. Coolhas. There was but a small attendance of members.

A notice which had been issued to members of the Club stated: "Owing to the Praya Reclamation Scheme, it will be very shortly necessary to vacate the present plot of ground, foreshore and premises occupied by this Club. I enclose a statement of accounts of the Club up to the end of the financial year, the 31st July, 1920, from which it will be seen that the finances of the Club are in a very poor way. This is chiefly due to lack of sufficient support and it is generally felt by the active members of the Club that, from a purely yaching and sailing point of view, two yacht clubs in the Colony are not only unnecessary, but add considerably to the cost and expense of yachting. There is a sum of about $1,020 owing to debenture holders and the assets of the Club are quite insufficient to meet this liability. Your Committee have been in communication with the Government as to the payment to the Club of some compensation for the forced vacation of the premises, and whilst the Government maintains that it is under no legal obligaton to compensate the Club, it is willing to offer such a sum as may be necessary to redeem the outstanding debentures after the realisation of the assets of the Club. Your Committee see no alternative but to accept the offer of the Government, subject to the approval of the members, and a meeting will be called in accordance with the attached notice to carry this into effect."

The CHAIRMAN remarked that an outstanding feature on the expenditure side of the profit and loss account of the Club was the sum of money owed to the Club by members, of which the Club hoped to recover as much as possible. On the other side, the bar profits had been very good considering the small number of members using the Club, and the small number of new members. The prize fund had been cut down to a minimum as compared with previous years. The Club was liable for the payment of $1,019.80. The next item was the loan account of Mr. van Andel. During the war the Club was in a low financial position owing to the fact that the majority of the members were on war service. Despite this, the Club was kept running, through the good services of Mr. van Andel and his loan. The Club was very much indebted to Mr. van Andel and he (the Chairman) would later explain the best means of paying the loan. Had it not been for Mr. van Andel's loan and his services he (the Chairman) had no doubt that the Club would have closed down three or four years ago. As there was nothing more on the balance sheet that called for comment, he asked the meeting if they had anything to ask before he proposed the adoption of the balance sheet.

There being no questions, Mr. A. D. GEE seconded the motion, and it was carried unanimously.

The CHAIRMAN: The next thing to be considered is probably the most important one. The Club is to be wound up and we have to consider how we are to liquidate our liabilities. As you know, the new reclamation is about to be put in hand. The reclamation in front of this Club will extend to practically 200 yards out from this Club, and it practically cuts up the whole of Wanchai Bay. To all intents and purposes it is intended to make a straight line from the Naval camber to the Jardine quarters. A reclamation of this magnitude means that there will be no anchorage left on this side. It takes you out to the big moorings and deep water, which is not suitable for small yachts. For some time the Committee have been considering the best means of getting out from this site with as little loss as possible. Some months ago the Committee approached the Government as to their intentions, and when the reclamation was likely to be started, and we were informed, that the reclamation would start almost immediately and that we were to get out of here. The Government have promised us compensation for this building and the Committee have been considering as to how the compensation is to be utilised to redeem debentures and make good any deficit. If we liquidate this Club, sell all the furniture, the slips, etc., and lay the balance sheet before the Governor, the Colonial Secretary said he would recommend that the outstanding liabilities be defrayed by the Government for taking over the Club building for their own purposes. As you know, we are occupying this piece of ground by paying $1 annually as squatting fee, but we have also to pay rates and taxes to the Government, which amount to a considerable sum. We have been allowed to remain here by the Government since 1904, and it is a pity that after all these years the Club should have to be closed down. The Club's records will be preserved until it has been definitely decided as to whether we should form another Club, or merge with the Royal Hongkong Yacht Club. There are very few members who are not also members of the R.H.Y.C., and the members have realized that it is expensive to be members of two similar Clubs. The loss of slips will be felt, and no doubt the Royal Hongkong Yacht Club will build slips to replace those of this Club. I think I have explained the situation of the Club to you as clearly as possible, and I now put before you the two resolutions which, I am sure, we have no option but to pass. In return for the compensation the Government will have this Club, which is in an excellent position for the carying out of the new reclamation. The Government no doubt realised that, by the acquisition of the Club, the necessity of making an office for the reclamation has been eliminated. Being in a central position this Club is eminently suited to their purpose. Now is the opportune moment, before the yachting season starts, to let the Government avail themselves of taking over this building; and for so doing they are to liquidate our debts. I propose the passing of the two resolutions of which previous notice has been given, viz:—

"1.—"That the Hongkong Corinthian Yacht Club be wound up, the assets realised and the proceeds of sale of the assets be applied to the payment off of the outstanding debts and debentures of the Club."

2.—"That the offer of the Government to pay to the Hongkong Corinthian Yacht Club such a sum of money over and above the sum realised from the sale of the assets of the Club as may be required to redeem any outstanding debentures of the Club be accepted, and that such sum be applied to that purpose."

Mr. A. COURSE seconded and the resolutions were carried unanimously.

The CHAIRMAN: Having passed the two resolutions, the Committee will now put the matter in the hands of the auctioneer. We will have the sale advertised and the Club will be closed down automatically at the end of the month. I understand that, as we stand now, we have no Committee, the Committee of last year being no longer in existence. It is therefore necessary that there should be somebody to look after the Club's interest during the winding up. I have much pleasure in proposing our hon. Treasurer as liquidator.

Captain BAYLIS proposed that the old Committee work in conjunction with the liquidator.

Mr. DUCKWORTH seconded and this was carried unanimously.

Mr. AINSLIE thanked the meeting for appointing him liquidator and said he would do his utmost to clear the Club of its liabilities.

The CHAIRMAN: I am sorry to say that this is the last meeting of the Corinthian Yacht Club.

On the motion of Mr. GEE a vote of thanks was passed to the Chairman, the Committee and all officials who had worked for the Club.

CHINESE JUGGLER AND HIS SWORDS.

ARRESTED BY POLICE.

Before Mr. A. Dyer Ball, yesterday, a Chinese was charged with the unlawful possession of two Chinese fighting swords. The defendant who said that he was a follower of the Chinese art of boxing, admitted possession, and said that he had come to Hongkong several times previously with the swords in his possession, and he had not been interfered with by the police, so he thought it was no offence to possess the swords which he used in his exhibitions. Inspector Moore said that the defendant was apparently a medicine hawker, as a basket of Chinese medicine was found in his possession besides the swords. He traded on board junks travelling between here and Kongmoon. The defendant's one accomplishment was that of a juggler, and he probably gave exhibitions as a sort of advertisement.

Remarking that the swords were dangerous weapons to possess, as they could be used with great damage to property and life, the Magistrate ordered their confiscation, and discharged the defendant with a caution.

COMPANY MEETING.

CANTON INSURANCE OFFICE, LIMITED.

An extraordinary general meeting of the Canton Insurance Office, Ltd., was held yesterday, at noon, at the offices of Messrs. Jardine, Matheson & Co., Ltd. The Hon. Mr. John Johnstone presided and there were also present Sir Robert Ho Tung, Mr. G. W. Barton, Mr. A. H. Compton, Mr. T. E. Pearce (Directors), Mr. D. V. Stevenson (Solicitor of the Company), Messrs. J. Bell-Irving, A. Murdoch, J. Arnold, Ho Leung, Lo Man Hing (shareholders), and F. C. Hall (secretary).

The CHAIRMAN said:—Gentlemen,—This meeting is called in order to confirm the resolution which was passed at the extraordinary general meeting of the Company held on the 21st ultimo, having for its object the adoption of the revised set of Articles, copies of which have been open to the inspection of shareholders. I do not think that it is neccessary for me to say anything in explanation of this resolution and with your permission I will now put it to the meeting.

I now propose:—

"That the resolution passed at the extraordinary general meeting of the Company held on the 21st September, 1920, That the new Articles contained in the printed document submitted to the meeting and for the purpose of identification subscribed by the Chairman thereof be, and the same are hereby approved, and that such new Articles be, and they are hereby adopted, as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof"

be confirmed as a special Resolution.

Mr. J. ARNOLD seconded and the motion was carried unanimously.

The CHAIRMAN: That is all the business, gentlemen. I thank you for your attendance.

THE GUNNER'S SPREE CASE.

SENTENCE DEFERRED.

Gunner J. C. Pearson, of the R.G.A., who was last week convicted by Mr. A. Dyer Ball on charges of failing to pay for the hire of a motor-boat, and unlawfully converting to his own use a gold ring entrusted to him by a Chinese woman, and was remanded for sentence on account of illness, was again before the Magistrate, yesterday. The defendant was so weak that he had to be helped into Court by Inspectors Grant and McNab Wilson. Inspector Grant told the Magistrate that Captain Thornton had failed to attend Court, but even if he did attend, he (the Inspector) would not advice that the defendant be turned over to the Military authorities, as his condition had become worse since the last hearing. The Inspector handed the Magistrate the Medical Officer's certificate, and, after examining it, the Magistrate remanded the defendant for another week in police custody, during which time he was to undergo further treatment.

PANIC IN A SHANGHAI SING-SONG HOUSE.

3,000 PEOPLE FIGHT FOR FREEDOM.

THREE KILLED: MANY INJURED.

Three thousand Chinese, many of them women and children and most of the men country people in town for the Mid-Autumn Festival, went mad with fear and panic when there was a cry of "Fire" raised in a large Chinese hotel, at Shanghai, some days ago and as a result at least three people are dead. The total number of the injured will not now be known as many of them have gone to their homes. But for the splendid work in the first instance by the two Chinese firemen on duty in the hotel, and latterly by Chief Officer Pett, Supervising Fireman Gilhooley and the Brigade generally, the death-roll would unquestionably have been enormous and the tragedy much greater than it was, says the *Shanghai Mercury*.

The panic was started when a puff of smoke came from the specially protected box from which the film is projected on the screen. The fire itself was extinguished in five minutes by the prompt action of the firemen who were on duty at the box. They connected up the hydrant which is situated not ten yards away and the flame was immediately put out. But it was too late to subdue the panic which had arisen.

The hotel was that known as the Flower World, a large modern Chinese establishment five storeys high, situated at the corner of Hupeh and Foochow Roads. On the ground floor are shops and the bedrooms of the hotel are placed above. The top storeys are given over to a cinema show, several sing-song halls, and the whole is topped with a roof-garden.

THE "LOST LEGION."

Now that it appears that the graves of the "Lost Legion" of the Norfolk Regiment have been discovered at Gallipoli, the King is contemplating the erection of a monument there to their memory. Almost the whole of those who so mysteriously disappeared were either workers on the Sandringham estate, or lived in the immediate neighbourhood, and many were personally known to the King and Queen.

CORRESPONDENCE.

THE INDO-CHINA MEETING.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—The discrepancy in the point of view of the Board and the Sloating Staff of the Indo-China S. N. Co. appears to be typical of most of the labour troubles existing in various parts of the world.

Wage earners did not strike for more pay during lean years, for, when shareholders were getting little or nothing, they knew it would be useless to do so.

The last few years have been anything but lean to shareholders and workers out here, but the cost and standard of living have gone up and both classes are naturally desirous of getting as much for themselves as they can.

Could not an agreement be arrived at that the Staff of the Companies be paid certain fixed wages with, in addition, a share of surplus earnings over those of, say, 1919?

The wage earners would then be assured of a comfortable living wage, with something over in all but the lean years, and the shareholders would to some extent know where they stood.

Some such arrangement should help to steady things up, and that is apparently what is needed at this stage, both in respect of Capital and Labour.—Yours faithfully,

ONE OF THE GENERAL PUBLIC.

Hongkong, October 7th, 1920.

THE RUSSIANS AT SHANGHAI

A BOLSHEVIST RESOLUTION.

With one dissentient, and four non-voters, the following resolution was carried at a meeting of Russians held in Shanghai last week:—

"Russian citizens in China have been placed in an exceedingly uncertain position by the Chinese Government having ceased diplomatic relations with the former Russian Minister in Peking and the Russian Consuls in China. We, citizens in the Russian colony in Shanghai, members of various political parties and having various political creeds, consider the act of the Chinese Government is in logical sequence to the condition which was created by the fall of the Kerensky Government, when the diplomatic representatives abroad and in China refused to recognize the Central Russian Government, and were not themselves recognized by the Government in their capacity as representatives of Russia. It is intolerable to us that our interests should be placed under Chinese protection, still more so that they should be placed in the hands of any of the other Powers in particular or the Consular Body in general pending revision of former treaties by the Soviet Government and China. We emphatically deny the right of any group of Russians in China to dictate to the Russian Central Government in the matter of the appointment of representatives, and cannot acknowledge that the Chinese Government has any similar right in the appointment of counsellors. This right belongs solely to the only Central Government in Russia, which at the present time is the Soviet Government. That Government is the centre towards which the various administrations tend. Until such time as representatives of Soviet Russia shall be officially appointed to China, we consider our only course is to approach the Mission of the Far Eastern Republic (? Representatives of the Verkhne-Udinsk Government) and of the Vladivostock Provisional Government, now in Peking, with the request that they will communicate to their Governments with a view to the appointment of a Consul at Shanghai.

A Committee was appointed with the object of securing as many signatures as possible in support of this document.

REDUCING HIGH PRICES.

PENANG CHINESE EFFORT.

A meeting of a committee of Chinese in the Town Hall, at Penang recently, considered the high cost of living. Mr. Peok Paik Fatt, referring to the rice reduction, said a blow having been delivered at the root cause of high prices, he saw no reason why more progress in this vitally important matter should not be made by efforts to persuade traders to lower their prices all round, including rents.

It was unanimously agreed that the members of the body previously charged to strive for the reduction of the rice price should be a committee with liberty and full powers to appeal to all wholesalers, retailers, traders, shopkeepers and others, on behalf of the Chinese community, to reduce the cost of commodities.

PREVENTION OF INFLUENZA.

EFFICACY OF CINNAMON OIL.

Dr. C. A. Bentley, Sanitary Commissioner for Bengal, in a circular letter to Chairmen of District Boards and Municipalities, etc., reports that a statement received from the Chief Sanitary Officer, Asansol Mines Board of Health, shows the efficacy of the oil of cinnamon as a preventive of influenza. Among a total of 863 persons in ten collieries, who made a systematic use of the oil, only 13 or 2.16 per cent. were attacked with the disease, while out of 522, who refused the remedy, no less than 150 or 28.73 per cent. contracted it.—*The Englishman.*

LANE, CRAWFORD AND COMPANY.

ESTD. 1850. ESTD. 1850.

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READY TO WEAR

GOLF JACKETS & GOLF SUITS

MADE OF THE FINEST HOME SPUN TWEEDS IN VARIOUS PATTERNS AND ALL SIZES.

READY TO WEAR

GREY FLANNEL LOUNGE SUITS & GREY FLANNEL TROUSERS

STYLISHLY CUT AND BEST FINISH

ALSO

MCAFEE'S GOLF SHOES

AS WORN BY THE CHAMPION GEORGE DUNCAN.

INSPECTION INVITED.

HIGH GRADE MOTOR OILS

Manufactured by

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HUILE de LUXE: is specially adapted for use on Motor Cycles during warm weather.

MOTORINE: The best all-round oil for Water-cooled Engines. It has a rich character and good body.

HEAVY GAS ENGINE OIL: A compound oil of moderate body for Water-cooled engines of medium size and speed.

Suitable for

MOTOR CARS, MOTOR CYCLES, MOTOR BOATS.

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BROADWOOD PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

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SOLE AGENTS

SOFT FELTS

REAL VELOUR

TWEED HATS

STRAW BOATERS

ENGLISH HAND-MADE

VARIETY OF SHAPES

IN SMOOTH AND

BRUSHED FELTS

GENTLEMEN'S HATTERS.

[33

NEW ADVERTISEMENTS

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

S.S. "WEST JENA" From SEATTLE.
S.S. "LORETTA" From BALTIMORE.

THE Steamship

"WEST JENA"

having arrived from Seattle via ports on Oct. 7th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo per s.s. "LORETTA" from Baltimore are hereby notified that their Cargo was transhipped at Kobe to the "WEST JENA".

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on Oct. 13th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the Goods have left the Godowns, and Cargo undelivered on and after October 14th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,
Agents,
1st Floor, Powell's Building,
12, Des Voeux Road Central.

Hongkong, October 7th, 1920. [1599

TIENTSIN GAS AND ELECTRIC LIGHT COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the DIVIDEND WARRANTS a List of which is appended hereto having been LOST, in the event of no other claims being lodged with the undersigned on or before the 19th day of OCTOBER, 1920, the same will be declared null and void and New Warrants will be issued in the name of the COMMERCIAL BANK OF CHINA.

DATE OF WARRANT	NO. OF WARRANT	AMOUNT
20th April, 1912.	16	Tls. 14
31st July, 1913.	16	8
22nd July, 1914.	12	8

Dated the 28th day of September, 1920.

WILLIAM FORBES & Co.,
Secretaries,
TIENTSIN GAS & ELECTRIC LIGHT CO., LTD.

[1577

CONSELHO DE ADMINISTRAÇÃO DAS OBRAS DOS PORTOS DE MACAU.

NOTICE.

IT IS HEREBY NOTIFIED that on the 12TH OCTOBER, at 3 P.M., in the Harbour Works Department Macao, a VERBAL TENDER will be called-up for discharging dredging products transported by lighters for reclamation ground purpose, by Chinese process, damping the water on the place to reclaim and elevate the sampans with the material to it.

The total cubic meters to transport will be about three hundred thousand and the daily average work should be approximately one thousand five hundred.

The programme of the tender and the respective specifications are patent in the Harbour Department, Macao, any day, Sundays excepted, during Office hours.

HUGO F. DE LACERA,
The Secretary.

Macao, September 30th, 1920. 1595

WANTED.

WANTED position by an experienced Export man who is also well acquainted with Piecegoods and General Import. Able to correspond in the most important commercial languages: perfect knowledge of Chinese. Can bring good Foreign connections. No objection to outports.

Apply— Box 1355,
Care of "Daily Press" Office.
[1355

THE CHINA SPECIE BANK, LTD.
HEAD OFFICE:

ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors
MR. WONG SHIU HAM.

CHIEF MANAGER..... MR. L. S. HOLUM.
ASST. MANAGER..... MR. K. T. WONG.

Foreign exchange and general banking business transacted. Current, Savings, and Fixed Deposits bear interests at rates of 2% 4% and 5% respectively.

L. S. HOLUM,
Chief Manager.

Hongkong, 2nd October, 1920. [1571

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Frs. 105,000,000,00

The organisation of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and

ANY FOREIGN CURRENCY.

These accounts and deposits may be converted

AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars:—
HONGKONG BRANCH,
Queen's Building. 5, Chater Rd.
[1488

INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, OCTOBER 11TH, 1920.

Hongkong, October 6th, 1220. [1590

G. R.

IMPORTS AND EXPORTS OFFICE.

PUBLIC HOLIDAY.

THIS Office will be OPEN for all purposes from 9 A.M. to 12 Noon on MONDAY, OCTOBER 11TH, 1920.

Licensed Warehouses will be entirely closed on that day.

C. W. BECKWITH,
Superintendent,
Imports and Exports.

Hongkong, October 6th, 1920. [1591

CHAIGENGOWER CRICKET CLUB.

THE ANNUAL GENERAL MEETING of Members will be held at the Club, on FRIDAY, OCTOBER 8TH, 1920, at 5.30 P.M., for the purpose of passing the Report and Accounts and electing office bearers for the ensuing season.

R. BASA,
Hon. Secretary.

Hongkong, October 6th, 1920. [1592

HONGKONG GYMKHANA CLUB.

THE FOURTH GYMKHANA MEETING will be held (weather permitting) at the HAPPY VALLEY, on SATURDAY, OCTOBER 9TH, commencing at 3.30 P.M.

The Charge for Admission will be $1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, October 8th, 1920. [1593

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 16TH OCTOBER, at 12 o'clock NOON, within the Offices of the HONGKONG JOCKEY CLUB, Chater Road, Hongkong.

By Order,
R. J. PATERSON,
Clerk of the Course.

Hongkong, October 2nd, 1920. [1570

NOTICE.

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scripts for SHARES in the under-noted Companies, the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen:—

Script No.	Numbers.	Holder's Name.
7017	50 29301/29350	C. P. Chater
7590	50 37084/37133	M. S. Sassoon
8538	100 42869/42968	Li Chok Yuen
5910	29 1251/75, 18256/59	S. Fenwick
5911	29 59089/117	H. H. Fenwick
7754	9 64757/765	S. Fenwick
8411	5 71841/845	R. Mitchell
6605	15 44670/684	Mrs. E. C. Champernowne
7789	4 66739/66742	P. F. H. Hodge & A. F. Harris
7755	9 64766/774	H. H. Fenwick

H.K. & WHAMPOA CO. 100 SHARES:
Script No. 7425. Lo Koon Hang, 9003/27, 5601/25, 37583/7, 32367/81, 26995/27019, 40713/717.

(Signed) FRED ELLIS,
c/o FRED ELLIS & Co.

Hongkong, September 25th, 1920. 1538

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
On MONDAY,
the 18th October, 1920, at 10.30 A.M., within the Camber, at Naval Depot, Kowloon,

H.M.S. "SANDPIPER,"

Length between perpendiculars ...100 ft.
Breadth, extreme ... ... 20 ft.
Depth in hold { Flat Keel to upper side of Upper Deck planking amidships } 5 ft. 9 in.
Tonnage according to British Rules { Nett / Gross } Not measured
Nominal Displacement ... ... 85 tons
At mean draft of ... ... 2 ft.
Present mean draft ... ... 2 ft. 0½ in.
Built { Where ...Hongkong / When ...1898 / By whom...In Sections by Yarrow & Co.
Materials of Construction:—
Wood ... ...Deck Sheathing, Fittings in Cabins, Messes, &c.
Iron ... ...Deck Fittings, &c.
Steel ... ...Hull, Bulkhead, Fittings, &c.
Decks, names of:—
Main, Hold and Battery Decks.
Armour:—Nil.

As she now lies.

A detailed list of fittings to be sold with the Ship may be seen at the Offices of the Naval Store Officer, H. M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Constructor, H. M. Dockyard, Hongkong.

The Vessel will be open to inspection from the 15th Sept. to the day of sale inclusive, between the hours of 10 A.M. and 4 P.M. Inspecting orders can be obtained with full Particulars and Conditions of Sale on application to the Auctioneers.

On presenting this order to the Pier Master in the Dockyard the person named thereon will be conveyed to and from the Ship. The ship may not be boarded from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.

Hongkong, September 14th, 1920. 1485

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of
$1.00 FOR THREE INSERTIONS
if they do not exceed 25 WORDS in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P., Q., AD., AP., AW.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"HELENUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after October 5th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Oct. 11th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Oct. 25th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 5th, 1920. [1589

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"JASON"

FROM NEW YORK via SUEZ.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 6th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Oct. 12th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Oct 26th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 6th, 1920. [1597

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship

"GLENIFFER"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Oct., 9th, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct., 9th, 1920, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.
Agents.

Hongkong, October 2nd, 1920. 1575

NOTICE TO CONSIGNEES.

The Steamship "AFRICA"

FROM TRIESTE, VENICE, PORT SAID, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 A.M.

No Fire Insurance has been effected

Bills of Lading will be countersigned by

DODWELL & Co., LTD
Agents.

Hongkong, October 4th, 1920. 1560

INTIMATION

Watson's

PURE

CARBOLIC

SOAPS

Recommended by the Medical Profession.

SUPPLIED IN THREE STRENGTHS:

5% FOR TOILET USE
Price: $1.20 per box of 3 tablets.

10% FOR THE BATH
Price: $1.75 per box of 3 tablets.

20% MEDICAL BATH SOAP
Price: 75 cts. per tablet.

A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

TELEPHONE 16.

[11

HONGKONG OFFICE: 10A, DES VOEUX RD., C
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, OCTOBER 8TH 1920.

CHINA'S MINERAL RESOURCES

"IT cannot be too strongly emphasised that the vast agricultural and mineral resources of the country, which constitute the foundation of its future strength and independence, lie to a great extent wasted or untouched. Yet it is on the intelligent development of these that the success and continued prosperity of the industries now springing up like mushrooms all over the country will ultimately depend." These were the concluding words of the Report on the Trade of China made by Mr. F. S. UNWIN, who retired from the position of Statistical Secretary of the Chinese Maritime Customs Administration a few months ago. A discussion of mining in China is rather like beating a dead horse—the whole ground has been canvassed over and over again. China has been repeatedly urged to allow her undeveloped mineral wealth to be worked; she has even promised to do so; but after years of pressure, persuasion, and promise we are still where we were at the beginning and it remains practically impossible for a foreigner to assist in developing China's mines. Moreover, the fees and royalties under the existing Regulations are so high as to be in themselves an effective barrier, and the conditions of holding and working lots seem to have been devised with the object of impeding rather than of forwarding the industry; but the question of foreign participation and the admission of foreign capital remains the *crux*. If foreign assistance and foreign capital are allowed, the other points will soon settle themselves; but if the foreigner is still excluded, the most drastic revision of the scale of fees and royalties will not accomplish much. The Chinese Government four or five years ago appointed a Commission to study and report on the subject, and engaged Mr. G. G. LINDSEY, K.C., a mining and legal expert, as adviser to the Commission. We wonder what has become of the report and recommendations of that Commission? We were told that the new Regulations were to be much more liberal than those hitherto in force. But what a comment it is on China's obstructiveness that even the slightest degree of satisfaction should have been expressed at the time on such feeble grounds as these! Even if the Regulations drafted by the Commission were all that they should be, they would be inoperative until approved by the Government, and even then they would still be only Regulations. We have not yet reached the stage of looking for progress in mining in China; the most we venture to hope for at present is progress in Mining Regulations. That the Regulations should be more important than the industry is typical of present-day China, which seems to regard the production of an elaborate set of rules as the one essential of any measure from the Constitution of the State to the sale of shrimps. If Regulations could effect anything by themselves, China would be the best governed country in the world, but unfortunately the vast majority of these Regulations are never anything beyond a dead letter. The Regulations governing Transit Passes, for instance, have behind them the authority of the Chinese Government, of the Diplomatic Body, and of the Maritime Customs, yet how often has some *likin* station in the interior found means of trampling them under foot on some trumped-up pretext or other? This is what most foreigners who know their China feared would happen in the case of the promised liberal Mining Regulations. Putting them at their highest value, and assuming that they provided for the admission of foreign participation on a satisfactory footing and also received the ratification of the Chinese Government, there remained every reason to fear that as soon as a foreigner tried to avail himself of their provisions, the local officials would exert themselves to raise every possible quibbling objection, while the opposition of the local "gentry" would manifest itself in the obstacles that would be contrived and the difficulties that would be created. This is what has happened in the past when a foreigner has secured a mining concession from the Central Government; local opposition has manifested itself so implacably that working has been impossible and the Central Government has finally had to confess its lack of authority and cancel the concession. We doubt whether the Central Government is in a stronger position now, or would be able to enforce the new Regulations it has in its pigeon-holes—even if these are all that they should be—against the opposition of the local "gentry." But it is well that the Chinese Government should be occasionally reminded by men like the Statistical Secretary of the Customs, who has his finger constantly on the pulse of China's trade, that it is on the intelligent development of the mineral (and the agricultural) resources of the country that the success and continued prosperity of the industries which are now springing up like mushrooms all over the country must ultimately depend.

An English mail is due in to-morrow.

To-day the Chinese celebrate the birthday of Confucius.

One case of enteric fever was reported in the Colony on Wednesday.

It is stated in the Canton press that an iron bridge on the Canton-Kowloon railway, at Shek-lek-kow, has been destroyed.

Sixty cases of silver coin have been transferred from the Government Mint at Canton to Shameen as being a place affording greater security.

It is reported in the vernacular press that Mr. Sun, son of Dr. Sun Yat-sen, has bought an aeroplane from "a foreign merchant in Macao," at a cost of $12,000.

Kowloon is to have a mosquito campaign on October 13th. The Sanitary Department has issued a circular to householders showing the method of co-operating with its officials in combatting the mosquito peril.

A water snake quite fourteen feet in length and eight in girth was shot by Mr. Kilbee, Chief Officer of the *Takzang*, in the harbour yesterday. It was first observed trying to climb up the stern post of the ship.

A Chinese linesman, employed by the Telephone Company, was removed to the Tung Wah Hospital, on Wednesday, suffering from injuries caused through falling from the verandah of the second floor of No. 9, Wongneicheong Road, Happy Valley, while at work. The man, it appears, was standing on the railing of the verandah fixing a telephone wire when he missed his footing and fell on to the road. He was unconscious when picked up.

A Chinese, aged 60 years, living at No. 22, Square Street, was removed to the Government Civil Hospital on Wednesday suffering from injuries to his head caused through a window frame falling on him while walking in Hollywood Road outside house No. 259.

The rainfall for the twenty-four hours ending at 10 a.m. yesterday was registered at the Observatory as two inches exactly. About three-quarters of an inch fell in the previous twenty-four hours. The year's total now is 96.70 inches, against an average of 77.66 inches.

The Rev. W. H. Griffith Thomas, M.A., D.D. (Oxon), the well-known Biblical scholar, late of Wycliffe College, Toronto, will be in the Colony shortly. He will deliver a series of discourses at St. Andrew's Church, Kowloon. On October 12th, 9 p.m., he will speak at the Church Hall at a meeting for men only.

The Water Return dated October 1st, received yesterday, shows that of the six reservoirs only two were "level with overflow," namely Tytam intermediate and Tytam Tuk. The water in storage on the island is given as 2,098·46 millions of gallons, which is roughly sixty millions of gallons more than on the same date last year. In Kowloon the water in storage was 374·00 millions of gallons as compared with 352·50 millions on the corresponding date last year.

THE SITUATION AT CANTON.

NO CHANGE.

The latest reports from Canton reveal no change in the situation. Tuchun Mu is still there, calmly ignoring all requests from Cantonese organisations that he shall quit at once.

Another aeroplane belonging to the Cantonese Army flew over the city on the 4th inst. dropping circulars, and it would appear that large numbers of the population have been greatly scared by the spectacle, and the exodus from Canton to Hongkong is stated to have greatly increased as a result.

SUGGESTED SOLUTIONS.

The *Canton Times*, says Mr. Wen and Dr. Chen, members of the Administrative Council, have offered some valuable suggestions for the solution of the Kwangtung-Kwangsi question, they believing that a commission consisting of two Cantonese and two Kwangsites, together with a representative of the Navy, should be appointed to decide on the policy disposing the Kwangsi troops now in the East River districts; that hereafter, Cantonese military officers should not be recruited from one section of the province, but appointed from among graduates of a military academy, the cadets of which shall be appointed from the districts proportionate to the number of representatives to the Provincial Assembly; that the arrears due to the Kwangsi troops should be investigated by a joint commission constituted on the above lines and paid with the Customs surplus due to Canton from the Central Government; that efforts should be made to exclude Canton and a radius of 100 li from political war, and to prohibit any other person or party except the Canton Government, Provincial Assembly, and local governments, from calling himself representative of Kwangtung.

The *Canton Times* itself has suggested a new government for the province organised as follows:—Dr. Wu Ting-fang to be called to Canton to preside over the Government as Governor, with Wen Tsung-yao as Commissioner for Foreign Affairs, Dr. Chen Chin-to, Finance; Liang Shi-yi, Industry; Chung Wing Kwong, Education; Chen Chiung-ming, Military Affairs, Ngai Bong-ping, Police Affairs, and Dr. Chien Shih-fang, Justice. These gentlemen to recommend a Government policy to the Provincial Assembly for approval, and sit as a Governing Council to assist and advise the Governor; and at the same time each should be the head of a bureau to execute the laws and undertake the business pertaining to his own department and within his sphere of jurisdiction. Each commissioner might have two or more deputy commissioners to assist and advise him and form with them a board to discuss a policy or important recommendation before submitting it to the governing council or legislature.

A man opened his newspaper one morning at breakfast and suddenly jumped out of his chair with surprise. He had read his own obituary notice—a mistake which is liable to happen for a variety of reasons. He rushed to the telephone and rang up a friend. "I say, Brown, old chap," he burst out when he got through, "Do you see that 'The Wire' says I am dead?" "Yes," came the quite reply, "where are you speaking from?"

FLOODS IN SCOTLAND:
NOAH'S ARKS ON THE DEE.

RISING IN SICILY:
PEASANTS TAKE OVER LARGE ESTATES.

TRADE DEPRESSION:
EFFECT OF CONTINENTAL COMPETITION.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FLOODS IN SCOTLAND.

PONIES AND SMALL STOCK SWEPT AWAY.

LONDON, October 5th.

Parts of Scotland have been devastated by wind and rainstorms. The rivers Dee and Don have flooded the countryside for miles. Hay, corn and poultry were swirled from the lower reaches of the Dee towards the sea while the Garthdee Blench Factory was inundated and £10,000 damage was done.

Further up the river, Shetland ponies were swept away and drowned. Five drifters and trawlers broke adrift in Aberdeen harbour. Three were recovered and two were washed up. Serious damage was done in Perthshire, a large area being deeply submerged and small stock drowned.

NOAH'S ARKS ON THE DEE.

LONDON, October 8th.

The Highlands have experienced the worst floods since the historic overflowing of the Moray in 1829. It is impossible yet to gauge the extent of the disaster, but the rivers Tay, Spey, Dee and Don are raging torrents.

Farmers in the Balmoral area were isolated and were rescued with difficulty by a motor-boat. Hereabouts a herd of Shetland ponies was swept away.

In the lower reaches of the Dee, sheep hayricks, trees and poultry were swept away to the sea.

Shipping in Aberdeen suffered severely. Five drifters and two small steamers were wrecked ashore. A big watchdog fastened in a kennel was swept into the Dee. The dog was rescued. Great numbers of wild rabbits herded on the tops of grain stooks and wooden storesheds floated on the Dee like numbers of Noah's Arks. The Blenchfields linen works were partially destroyed. The damage is estimated at £10,000.

MINERS' STRIKE THREAT.

GLOOMY OUTLOOK.

LONDON, October 6th.

There are indications that a strong feeling exists in most coalfields which may lead to a majority against the proposed datum line at the next week's ballot. The fact that the Miners' Federation executive has not suggested how the miners should vote—probably due to difference of opinion among the members—will evidently considerably lead to increase the vote against the acceptance of the proposed terms.

The uncertainty whether a bare or two-thirds majority is necessary for strike notices to take effect in the event of the rejection of terms has been cleared up by the Secretary, Mr. Hodges, who states that the former will suffice. Meanwhile, the miners at the Welsh, Staffordshire and Northumberland collieries which were idle as an emphatic protest against the datum line proposals, have now resumed work.

ITALY'S LABOUR TROUBLES

NEW GOVERNMENT MEASURE.

LONDON, October 6th.

The Italian Government bill regulating industrial relations arising from the recent metal workers' dispute will shortly be introduced into the Chamber.

According to the *Epoca*, it provides reform of the Supreme Labour Council and creates a special technical council of 150 members, equally composed of representatives of employers and workers with legislative well as consultative powers as regards disciplinary measures and working conditions in factories. The Council will adjudicate on all questions involving the relations of the employer and the worker in commerce, industry and agriculture, and will elect a permanent committee to prepare and supervise the enforcement of labour legislation.

DUBLIN OUTRAGE.

HOLD-UP IN BANK.

LONDON, October 5th.

A customary outrage is reported from Ireland to-day. This is a case of a hold-up by armed men in a Dublin bank. Three men entered the bank and ordered the staff at the point of revolvers to hold up their hands and demanded arms, whilst one cut the telephone wires and the other filled his pockets with money and decamped with £800 after warning the staff and the customers not to leave the bank for an hour.

SINN FEINERS' SENSATIONAL COUP.

LONDON, October 5th.

Armed Sinn Feiners, last night, carried out one of their most successful coups. They made a sudden onslaught on the police barracks near Skibbereen and took the garrson of fifteen policemen completely by surprise and compelled them to surrender without firing a single shot. They then burned down the barracks after removing the machine-guns and a considerable quantity of ammunition.

THE CONSTABULARY BARRACKS RAID.

LONDON, October 6th.

As regards the captured barracks, it is officially reported that it was the Royal Irish Constabulary barracks at Schull, Co-Cork, which was attacked in the evening by a large body of armed men.

A vigorous fire was maintained by both sides until midnight, when the defenders were overpowered and surrendered. The raiders numbered 200. Many of them arrived by motor-cars in small parties over the mountain roads, all reaching the rendezvous about dark.

The barracks are a double-storeyed building situated on a high hill overlooking Schull harbour. The police kept the raiders at bay for four hours, ultimately being overwhelmed by the overpowering numbers. The military seized practically all incoming mails in Dublin and searched them and returned them later. Heavy outbreaks of firing occurred in Cork at night time between Sinn Feiners and the military curfew patrols.

GOVERNMENT MOVE TO RE-ESTABLISH AUTHORITY.

LONDON, October 6th.

The idea is gaining ground in reliable quarters that while police and military reprisals in Ireland are henceforward to be discouraged, another move is imminent with the object of re-asserting Government authority. For this idea evidence is forthcoming in the increasing raids on Sinn Fein courts which so far have infrequently been interfered with. Following on the disporsal of the "Sinn Fein Quarter Sessions" at Navan, the military surrounded the Wexford Town Hall where the Mayor was presiding at an illegal court. The Mayor was arrested, and he protested that he had a right to hold the court but he was removed to a gaol with the other court officials.

It is believed that the new form of activity, which, it is recognised, will entail wholesale arrests of Sinn Fein leaders, will be in full swing before the re-assembling of Parliament on October 19th.

GERMAN MINERS.

LARGE INCREASE IN OUTPUT.

BERLIN, October 5th.

It is evident that the German miners regard the output question in a different light to their British colleagues for the official statistics disclose the output of the first eight months this year 17,000,000 tons greater than the output of the corresponding period last year.

DUTCH STEAMER HELD UP.

GERMAN AUTHORITIES REFUSE TO LET IT GO TO DANTZIG.

BERLIN, October 5th.

A message from Kiel says the German authorities have held up a Dutch steamer from Rotterdam bound for Dantzig and conveying two American aeroplanes equipped with machine-guns which were meant for Poland, and ordered the captain to discharge the cargo or return to Rotterdam.

CARGO DESCRIPTION.

BERLIN, October 6th.

A message from Kiel says that the cargo of the Dutch steamer consists mainly of American tinned beef with two British aeroplanes.

NOTE TO GERMANY.

PARIS, October 6th.

The Conference of Ambassadors has sent a Note to Germany as regards the stoppage of the above steamer recalling that under the Treaty of Versailles the navigation of the Kiel Canal is entirely free.

POLAND'S WARS.

TRUCE TO AVOID WINTER CAMPAIGN.

LONDON, October 6th.

A telegram from Riga says that the Russian and Polish delegations have agreed to sign an armistice and a preliminary peace agreement on October 8th, with a view to avoiding a winter campaign.

PATRIOTIC OFFER.

FOREGO INTEREST ON WAR STOCK.

LONDON, October 5th.

A patriotic offer has been made by an Edinburgh firm, which insists on anonymity, to forego interest totalling £25,000 accruing in the next five years on £100,000 war stock. The firm foreshadows a possible similar extension for another five years, after which it hopes others will be encouraged to do the same.

Mr. Austen Chamberlain has gratefully accepted the offer.

NEW CANADIAN MINISTER.

REASON OF DELAY IN APPOINTMENT.

LONDON, October 6th.

Contrary to the Associated Press message from New York of September 30th, the *Morning Post's* Ottawa correspondent says that it is officially denied that the delay in the appointment of a Minister to represent Canada in Washington is due to objections by Sir Auckland Geddes. The delay is attributed to the absence of urgency, owing to the lull which is likely until the new American President is elected.

It is understood that Sir Robert Borden will probably accept the position.

THE "BISMARCK" FIRE.

EXTENT OF DAMAGE.

LONDON, October 6th.

It would appear that the damage to the *Bismarck* was not so extensive as at first reported. At any rate Lloyd's agent at Hamburg merely reports that the fire destroyed one room above the engine-room.

CAIRO TRIAL.

FOUR ACCUSED ACQUITTED.

CAIRO, October 6th.

Four accused in the conspiracy trial have been acquitted. The remainder, including Abdel Rahman, have been found guilty. The sentences will be promulgated.

MANILA BLAZE.

STATE BUILDINGS DOOMED.

LONDON, October 6th.

The *Times* Manila correspondent reports that the Philippine Senate, Treasury and Mint buildings are ablaze. They are a flaring furnace and are probably doomed, despite the efforts of the Fire Brigades.

PEASANT RISING IN SICILY.

OCCUPYING LARGE LANDED ESTATES.

LONDON, October 6th.

Serious agrarian disturbances have been occurring in Sicily recently, and organised bodies of peasants, many of them armed, have now begun to take possession of the large landed estates. Already, 200 estates have been occupied. In one instance, a monk led five hundred peasants to occupy an estate at Sant Angelo. One hundred landowners ambushed the returning peasants and fired, killing one and wounding one.

TRADE DEPRESSION.

EFFECT OF SERIOUS COMPETITION.

LONDON, October 5th.

Illuminating explanations why the English commercial community is experiencing a period of depression were afforded by Mr. Peter Rylands, the President of the Federation of British Industries, in the course of an address at the London Iron and Steel Exchange.

He stated that the demand for British production has diminished owing to the prices rising above the consumers' capacity to pay them; also since the Armistice, Great Britain has fulfilled a large proportion of the world orders which Continental manufacturers and interests so far were unable to undertake. The United States is simultaneously handicapped owing to the rate of exchange.

But, Mr. Rylands showed, the position is now changing owing to the revival of German and Belgian trade competition, and he pointed out that German exports, which in January last year were only of the value of 161,000,000 marks, were of the value of 6,647,000,000 marks last May, and they have undoubtedly increased since. While Germany is subsidising railways, coal, food and other commodities from borrowed money, Great Britain has done exactly the opposite. The Government was encouraging deflation and removing subsidies thereby raising the cost of living at a moment when industries were endangered by serious competition.

Replying to a suggestion, Mr. Rylands was sure that manufacturers would be only too willing to adopt the policy of fixing stable prices for certain periods as far as practicable.

TO REDUCE COST OF LIVING.

EFFECTS OF CENTRAL PROFITEERING COMMITTEE.

LONDON, October 6th.

The Central Profiteering Committee is co-operating with traders with a view to reducing the cost of living, and as a result of investigations it is anticipated that large supplies of guaranteed good clothing will be placed on the market, also standard building materials, at fixed prices. It is suggested that the standard price for men's suits be £5. West End tailors are at present charging 15 to 18 guineas.

THE FASTING LORD MAYOR.

LONDON, October 5th.

The public belief that Mr. MacSwiney must be getting food is not shared by the Home Office which explicitly states that he is refusing all food. There is no reason to suspect that he is receiving food from relatives. He is taking hot water and medicine which arrest certain deteriorating processes.

The mystery of the hunger-strikers in Cork, who have fasted two days longer than Mr. MacSwiney, is also unsolved and is confounding doctors.

SITUATION IN MESOPOTAMIA.

COLUMN TO RELIEVE SAMARA.

LONDON, October 5th.

The War Office Mesopotamia *communiqué* announces that a column proceeding from Ur to relieve Samara reached Telsakhairi on October 1st without opposition. The advanced railhead on the Ur-Samara railway is now Batha, thirty-six miles from Samara.

OBITUARY.

LONDON, October 5th.

The death is announced of Mr. William Heinemann, the well-known publisher.

The death is announced of the novelist, C. N. Williamson.

THE POSITION IN JAPAN.

AN OUTSPOKEN SPEECH.

Mr. Inukai, the leader of the Nationalist party, and member of the Diplomatic Council, delivered on outspoken speech recently on the occasion of the opening of a branch of his party at Wakayama.

He expressed his belief that the League of Nations was merely an ideal, and had no practical value. All the nations, he said, were arming themselves, and real world peace was not yet in sight.

Japan was surrounded by unfriendliness everywhere, including China, Australia and America. Internally, Japan's traditional ideals had been shaken up, and Bolshevism was menacing the country. The present Administration did not seem able to deal with the present difficult situation. Its policies caused suspicions on the part of foreign countries, and in fact Japan was now regarded as a second Germany.

He further asserted that the Government party, although in a majority in the Diet, possesses no real power, while the Opposition was feeble, and even the militarists and bureaucrats were losing their power.

Mr. Inukai strongly advocated the gathering of all these scattered forces under a new banner.

TROUBLE IN PALESTINE.

SERIOUS REPORTS.

News by no means reassuring in nature, writes a correspondent to the *Morning Post*, has been received through private sources from Palestine regarding the condition of affairs in that country, and it is very probable that our garrison will have to be increased. Public security in many of the Razas leaves much to be desired, and affrays, sometimes developing into small battles, are frequent. Thus recently there was a serious encounter between our troops and Arabs at Engeddi, in the Hebron district. Native reports assert that 25 British and Indian soldiers were killed and 80 wounded. Amongst the dead was an English captain. Another engagement, which also took place at the end of July in the same district, resulted in the beating off of the insurgents with the loss of one officer and nine men killed and a considerable number of wounded. Though one cannot accept figures given by the natives without reserve, it seems clear that both these encounters were on a considerable scale, and the numbers of Arabs in arms against us must have run into several hundreds.

A still more serious affray is reported to have occurred in the Jordan valley. Tribesmen from the Beni Atia, Beni Bela, Shammar, and Bashar tribes raided Jericho and forced the local government to retire to Jerusalem. The tribesmen, after the disappearance of the British authorities, collected the cattle of the inhabitants, who had remained loyal to the Jerusalem Government, and then retired across the Jordan.

The unrest in Palestine, of which these incidents are symptoms, is undoubtedly widespread, and the situation is certainly delicate. Feeling in the Haman is running very high, as is shown by the murder of Aladdin Derouby Pasha, the Syrian Premier, and other high officials of the Damascus Government. Haman is geographically as much akin to Palestine as it is to Syria, and the feeling amongst the warlike sedentary Arabs who inhabit that fertile region, is probably as strongly anti-British as it is anti-French. Hence one must expect the excitement now ruling in that district to have its repercussion in Palestine.

PROTESTS.

Anti-Zionist sentiment has been on the increase since the arrival of Sir Herbert Samuel. The latest manifestation of this feeling has been shown by the "protests" passed by the National Association of Jaffa, Hebron, and Gaza. These were all drafted in the same form, and ran as follows:—

With all due respect to his Britanic Majesty and to your person (Sir Herbert Samuel), we beg to protest against the decision taken at San Remo (*i.e.*, the granting of the mandate to Great Britain) and against your appointment.

The Jaffa notables, on returning from Jerusalem after having heard the King's message and Sir Herbert Samuel's speech, are reported to have said to their fellow-citizens: "We are returning from the burial of the Holy Land."

SCIENTIFIC FOOD METER FOR TOKYO.

LABORATORIES FOR STUDY OF NATION'S NOURISHMENT.

A Caloric meter, one of only five of the kind in the world, will be used in the Japanese National Laboratory to test nourishments in food stuff. The laboratory will be erected on the present site of the Sugamo Hospital, with a budgetary estimate of Y.280,000. Dr. Saekiku, who will be in charge of the laboratory, says he is abandoning his life work to devote himself to the public service.

In Dr. Saekiku's opinion, the Japanese physique is much weaker than the physique of the Western races, and there is great need of improving Japanese health. Because of that condition and also because the Empire is in need of a food policy much needs to be done to improve the food of the nation.

The Carolie meter, which is worth Y.20,000, was made under the supervision of Dr. Benedict of the Carnegie Nourishment Testing Laboratory. Dr. Saekiku expects to combine science and practice so as to make valuable contribution toward the improvement of food. The laboratory will have 30 different departments to take up a study of the different phases of the food problem.

THE SUMMIT OF CHEEK.

HUMOURS OF NON-CO-OPERATION.

The *Pioneer* (Allahabad) writes:—In most countries the idea of persons asking for concessions from a State railway to facilitate their attendance at a meeting called to consider the question of paralysing the Government would appear incredible. The Congress organisers in the Punjab, however, appear to have requested the North-Western Railway to arrange that the charges, amounting to nearly Rs. 5,000, on a special train for delegates to attend the meeting on non-co-operation at Calcutta should be waived and they, no doubt, feel that they have a grievance because their modest application was not granted.

GERMAN FORGER.

ENGLISH £1 NOTES.

The *Tageblatt* (Berlin) reports that a man lately appeared at one of the leading banks and presented 10 English pound notes, for which he requested German money. The bank clerk's suspicions were aroused and the man was detained. In the course of a police interrogation he compromised himself. The police allowed him to go, but watched him as he left the bank and approached a man who was waiting near the building with a large portfolio. A police officer again intervened, and the portfolio was found to contain no fewer than 15,000 forged English pound notes.

THE SERIOUS GOLF SEASON.

UNPOPULAR PRACTICES.

PEOPLE WHO BECOME A NUISANCE.

Golf never really stops all the year round, but there are times when it is to be taken very seriously, says a writer in the *North China Daily News*. The hot weather of the past few months has meant a golf course with heaps of elbow room, and however much of a nuisance a man might be to himself he was not necessarily so to others. But these halcyon days for the duffer are practically at an end, and we now enter upon the time when the player must obey the Decalogue in letter as well as in spirit and remember the Beatitudes if his golfing soul is to be saved.

THE LOST BALL.

There are people who go otherwise through life unblemished, and who are even respected by their fellow men, but who fail miserably in their duty towards humanity once they get within sight of a golf course. Open-handed and charitable they frequently are in public and private life, yet when it comes to a lost ball they will relentlessly hold up a whole army of golfers while they scour the wilderness. The mania for economy obsesses them at such moments, and they neglect that courteous wave of the arm which would allow the advance of others to continue. Perhaps, of course, the man has been bluffing the world all the time until he found himself upon the golf links, and only then has his soul been laid bare. If it be not so, he is still a nuisance, to use no stronger a word, and must be put in the same category as the affable creature sometimes encountered.

The principal defect about the latter is that he has forgotten all about the 19th hole, if indeed he ever heard of it. His voice is heard shouting greetings to long lost friends—lost at any rate for the previous hour or two—and all manner of people acquire stray bits about his family history, the stymie he laid on the 3rd green and his favourite poet. These items are right and proper at the 19th, in fact a goodly stock of them is the only way to win this very popular hole, but for the rest of the round they are the things that stir other people's bile and create heartburn. When, as from now onwards, golf comes into its own, these and like diseases on the golf course must be eliminated.

THE SILVER SINNER.

There is hope, says Kipling somewhere or another, for the man who gets uproariously drunk in public, but little or none for the silent drinker. In the same way a man may foozle all down the fairway and still keep his place, doing little damage to anybody, but there are people—they seem to hunt in couples—who may not be classed as mere genial blunderers. It happens thus. A pair may see the course clear before them and drive off, but when about to play their second another set of players suddenly emerge before them and without so much as a "by your leave" smack their balls in the direction of the green. Of course, for the previous half hour they have both been out of bounds hunting after lost balls, and having retrieved them they barge into the course regardless of all others. At such times a regret that golf is not played with machine-guns and trench mortars is perfectly excusable. Lethal weapons are about the only kind of argument likely to appeal to these people.

Throughout these summer months nobody has worried much about three and four-ball matches. There has generally been room and to spare, but from now onward it will be a different matter. They are a very interesting way to play golf, but they sometimes lead players of experience and much sweetness of disposition into unworthy actions. This is particularly liable to happen during the next weeks, when the easy methods of summer are fresh in players' minds. Probably it is natural for every member of one of these combinations to desire to hole out after the hole has been lost and won, but there are others to be considered and there are many ways in which they can help to improve the temper of the whole golf course.

NO SELF-DETERMINATION.

Only a few matters connected with serious golf have been here mentioned, but they should help the player to bear his responsibilities in mind. Wherever self-determination may apply, it does not apply to a golf course, for there the player is under a government which, if abused too long, will some day rise in its wrath and deport the self-determinist. Probably there are a few who come into the latter category, but happily very few, and the majority sin through ignorance. For instance a young golfer acquires a bag of clubs, a few balls and usually a partner as well versed in the game as himself, and off he goes feeling like a lord of creation. He has not, however, the most important thing of all—a book of rules—and so is apt to make his own and other people's lives a misery. The rules are tolerably simple, but what is better is that the etiquette of the game is laid down in clear and—shall we say?—beautiful language, and even if a man offends against the rules there is much hope for him provided he observes the etiquette.

CARNEGIE BOOKS FOR TOKYO.

A ceremony at which the city of Tokyo officially accepted a gift of 1,800 volumes donated by the Carnegie Peace Fund was held in the new library building at Hibiya the other day.

The books, which include volumes on political science, history, labour problems and other social questions and encyclopedias, are sent by the peace fund to assist in promoting peaceful relations between nations. Those sent to Japan are now at the Hibiya Library. They are said to be worth between Y.40,000 and Y.50,000.

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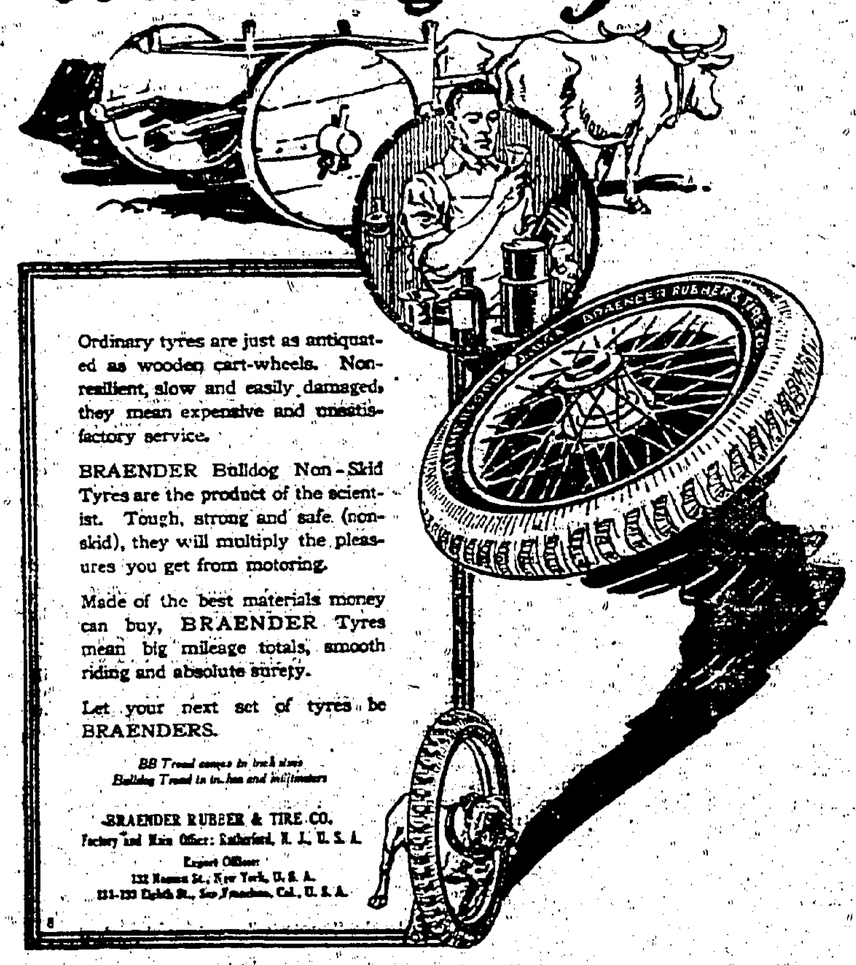

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AFTER 79 YEARS.

WOMAN EXILE FINDS ENGLAND "HEAVENLY."

Mrs. Harness, who has lived in Petrograd for 79 years, and who left England at the age of 5 and is now in the Western-road workhouse infirmary, Mitcham, Surrey, considers that, after Russia, "England is just heaven."

A charming old Englishwoman, with a high intellectual forehead, silvery hair, and twinkling brown eyes, Mrs. Harness looked very peaceful as she lay in bed and discussed with a representative of *The Daily Mail* what she thought of England after her long life in Russia.

"Petrograd was in a miserable state when we left," she said. "People were starving in the streets. We had to pay a fabulous sum even for a pound of potatoes. Now (oh, it is too wonderful!) I get as much as I want to eat and drink, even eggs and an abundance of milk. The few people I have met in England have been exceedingly kind. In Russia there is neither religion nor morality. I was a governess when Russia was a happy home, but now it is all havoc, and hunger and death.

MONEY, BUT NO FOOD.

"Petrograd when we left was a city of desolation. People with money in their pockets could not buy provisions and motor-cars were openly stolen. Nearly all the shops were shut and hunger was a common complaint. Three of the doctors in our home at Petrograd died from lack of food. We were not allowed to bring any luggage, and the only books I have are my Bible and Prayer Book. Here everything is nice and quiet, and one feels calm, peaceful, serene, and content.

"I was born in Taunton, and I should like to see Somerset and Devon again before I die. England has progressed wonderfully since my days. There were, of course, no aeroplanes then, no electric trains, and none of your modern wonders of civilisation. Paraffin lamps and sewing machines were thought to be quite up to date in my early days. I should love to go to Somerset again; it is a beautiful place. I have often heard my father speak of the beauties of Devonshire. In my young days the women wore crinolines; now they wear short skirts."

JOWETT ON FAITH.

The following interesting letter is included in the Autobiography of Mrs. Asquith, which is now being published:—

"Sunday, 1893.

"I, quite agree with you that what we want most in life is rest and peace. To act up to our best lights, that is quite enough; there need be no trouble about dogmas, which are hardly intelligible to us, nor ought there to be any trouble about historical facts, including miracles, of which the view of the world has naturally altered in the course of ages. I include in this such questions as whether Our Lord rose from the dead in any natural sense of the words. It is quite a different question, whether we shall imitate Him in His life.

"I am glad you think about these questions, and shall be pleased to talk to you about them. What I have to say about religion is contained in two words: Truth and Goodness, but I would not have one without the other, and if I had to choose between them, might be disposed to give Truth the first place. I think also, that you might put religion in another way, as absolute resignation to the Will of God and the order of nature. There might be other definitions, equally true, but none suited better than another to the characters of men such as the imitation of Christ, or the truth in all religions, which would be an adequate description of it. The Christian religion seems to me to extend to all the parts and modes of life, and then to come back to our hearts and conscience. I think that the best way of considering it, and the most interesting, is to view it as it may be seen in the lives of good men everywhere, whether Christians or so-called heathens—Socrates, Plato, Marcus Aurelius, St. Augustine, as well as in the lives of Christ, or Bunyan, or Spinoza. The study of religious biography seems to me one of the best modes of keeping up Christian feeling.

"As to the question of Disestablishment, I am not like Mr. Balfour, I wobble rather, yet, on the whole, I agree with Mr. Gladstone, certainly about the Welsh Church. Churches are so wordly and so much allied to the interests of the higher classes. I think that a person who belongs to a Church should always endeavour to live above his Church, above the sermon and a good part of the prayer, above the Athanasian Creed, and the form of Ordination, above the passions of party feelings and public meetings. The best individuals have always been better than Churches, though I do not go so far as a German professor who thinks that people will never be religious until they leave off going to church, yet I am of opinion that in every congregation the hearers should atempt to raise themselves above the tone of the preacher and of the service.

"I am sorry to hear that Mr. Balfour, who has so much that is liberal in him, is of an extreme opposite opinion. But I feel that I have talked long enough on a subject which may not interest you, but of which I should like to talk to you again when we meet. It seems to me probable that the Church will be disestablished, because it has been so already in most countries of Europe, and because the school is everywhere taking its place.

NO MORE FIELD-MARSHALS.

There are at the present time no fewer than nine field-marshals in the British Army, with two foreign holders of this rank in addition—The Emperor of Japan and Marshal Foch. The King, it is understood, has decided that no further additions shall be made to this list. The doyen of the field-marshals is the Duke of Connaught, who was appointed by King Edward in June, 1902.

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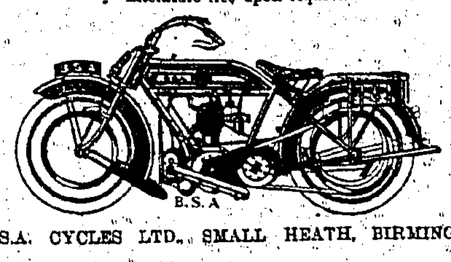

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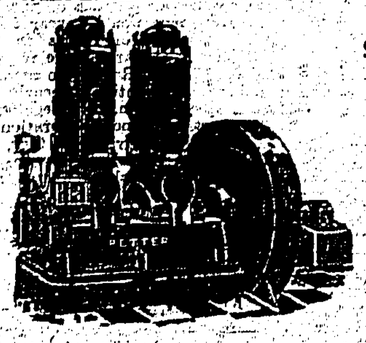

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TAJIMA MARU (omitting Shanghai) ... Thursday, 14th Oct., at 11 a.m
TOYAMA MARU ... Monday, 15th Nov., at 11 a.m
TOYOHASHI MARU ... Friday, 26th Nov., at 11 a.m
FUSHIMI MARU (omitting Manila) ... Tuesday, 14th Dec., at 11 a.m

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

MISHIMA MARU ... Monday, 18th Oct., at Noon
SADO MARU ... Friday, 29th Oct., at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU sailing from Yokohama ... Saturday, 16th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez & Port Said.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 20th Oct., at 11 a.m
AKI MARU ... Wednesday, 17th Nov., at 11 a.m

NEW YORK via Suez.

MORIOKA MARU ... Tuesday, 12th October.

SOUTH AMERICAN PORTS via CAPE.

TOSA MARU sailing from Singapore ... Sunday, 17th Oct.

BOMBAY & COLOMBO via Singapore.

YETOBOFU MARU ... Friday, 8th October

CALCUTTA & RANGOON via Singapore & Penang.

TOMIURA MARU ... Saturday, 9th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct., at 11 a.m

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU ... Saturday, 9th October.
HAKODATE MARU ... Saturday, 16th October
TENSHIN MARU ... Wednesday, 20th Oct.
INABA MARU ... Thursday, 21st Oct., at 11 a.m

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Telephone Nos. 282 & 283. S. YASUDA, Manager.

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A DUTCH KAILYARD.

ALL THE WORLD A CUCUMBER.

The *Morning Post's* Special Correspondent in Holland writes:—

Most travellers by the Hook of Holland, being still in a sea-green state of mind, regard it only as a place where they must stalk an elusive train through a thicket of Dutch vocables. But a few have discovered that it is also a gate into a horticultural wonderland.

When you step ashore at the Hook you are already in Holland's most famous market garden. She has others that may out-rival this Westland in special cultures. I wonder (to indicate one of them) how much of the unsweetened fruit-pulp for our own jam consumption has come since the Armistice from the Betuwe that fat land, as its name implies, between the Lek and the Waal. All round, however, the Westland is perhaps the best known, and in any case it is the nearest to Covent Garden, and so of most moment to us. The ship we came over in, the *St. George*, is already loading up afresh from it for our markets, and when she sailed before daybreak this morning the Harwich quay was glimmering in the half-light with piled-up white boxes of Westland tomatoes, still awaiting transmission to London.

There is nothing romatic, of course, in a kailyard. Smollett long ago diagnosed its prosaic tendencies; and didn't Goldsmith describe unflatteringly its effects on the Dutch human frame? Beauty reared in it is not usually "smalish in the girdlestede," and Batavian beauty starts with "shuldris of a lange brede." But this Dutch Kailyard is at least picturesque, rich in colours and full in tone. And certainly full of life. It is in most concentrated tabloid form, an illustration of Holland's farming success, the secret of which is co-operation, and, again, co-operation. That is why books have been written about the Westland, and agricultural commissions from other countries pay it visits, and people speak of it as something of a wonderland.

TUCKED BEHIND THE DUNES.

It is, you must understand, only a tiny garden tucked away in this *hoek* or corner of Holland. Half a dozen or ten fairsized farms in Suffolk or the Lothians would doubtless compose it. I crossed its whole length from the Hook to The Hague this afternoon by steam-tram, at the cost of eighteen-pence, first-class. For the same sum, second-class, I could have traversed its breadth as well, and renewed old acquaintance with the experimental garden at Naaldwijk.

The day is brilliant. Five minutes after landing at the Hook you are clear of ships and quays and their menacing *verboden toegang*, and are involved in a sparkling tangle of green cultures, a maze of lights and windscreens. For Westland gardening is intensive, of course, and it is in the hands of small holders. The paternal hectares of its leading families need not run to more than two acres and a half. But one of them, maybe, is all one range of glass for grapes! We reckon grapes by the thousand tons here, and tomatoes by the million. A call at the Landbouw House, when I passed it in The Hague this afternoon, would no doubt have furnished me with the figures of output—cauliflower to a pound, and even peas to a pod. The Dutch horticulturist is most meticulous in his costings, and the Department of Agriculture (as, still more gratefully, I discovered also long ago) very ready, even eager, to summarise his statistics for you. But I am not troubling about figures just now, only with impressions glimpsed from this snorting monster of a tram driven by steam along the roads of this genial sunny garden.

INTENSIVE GARDENING.

All its secrets seem to lie so invitingly open to the eye. Yonder in the west is the low, delicately-undulating line of white created dunes, Holland's natural sea-wall. Our garden lies in a trough behind them, a subtle soil, artificially made up, and only a foot or two above sea-level. Their sand drifts constant over its sea-clay, but at times, too, the wind drives across them in a fury and so everywhere the gardener improvises screens to protect his cultures. See those great pears—though this isn't much of a fruit year—clustering on the sunny side of that sheltering wall! And the lives of its people seem equally obvious. To-day the interest of the world for them is so manifestly the cucumber. Another day it will be the potato, the carrot, the onion, the cabbage, the bean that is called French. Their fortunes may be staked on asparagus, their ambitions set on the early peach.

Every village almost has its auction hall beside the canal, down which daily just now are poled the laden barges, right in between officials and buyers the latter able by an electric touch to arrest at their price the moving hand on the great figured dial. So, picturesquely and with despatch, are sold in mass the treasures of the sun. There are two of these marts at Loosduinon, one called after the village, the other, and newer, known as the "Co-operative." If that means that co-operators (they are all such) sometimes have their differences, and cannot always compose them, this is only a domestic affair. It detracts nothing from what their principle has done for Dutch gardening. No one doubts the value of *that*.

On one can doubt it in this flourishing Westland. The war, one hears everywhere, has brought wealth to all, or almost all, on the land in Holland. Here they have their difficulties—a decreased German market, formerly by far their best, and the mark still falling; and inability to get their produce across to their greatly increased market in England. I hear that within the last few days they have started running some of it over in a *logger* out of Maassluis. I couldn't hear where she sails to. Perhaps, if you chance to pass that way, you will find her lying at the old wharf or the picturesque eel-boats beside London Bridge.

UNCLAIMED TELEGRAMS

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Addresses	From
Brandenburg, Iurkwoki	Vladivostock
7374, 8314, 0914, 5798, 1630, 4760, 8547, 7656, 2812, 7300	Shanghai
Nggimkwee, Konghoat, Willing'on Street	Amoy
Knabex	Shanghai
Mrs. Robert Ward, c/o Police	Shanghai
Seimaishie	Kobe
Gimmoh	Amoy
Kwanfachuen	Kobe
Porean	Kobe
Kewasteel	Tokio
Morel Kahn, Hongkong Hotel	Kobe
Taisuyoko Sangeuri	Bingofuchu
Leungchungchiu	Yokohama
8191, 2402, 0733	Amoy
George Robinson, Hongkong Hotel	Yokohama
Tack Cheung	Shanghai
Peatre	Yokohama

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

Addresses	From
Artart	Montreal
Barthelemi Maison Sauvayre	Porthossaigon phutho
Capt Mugg, Sailors House	Singapore
Dumee, Seamens Institute	Veltavreden
Kaiserhut	Seattle
Stratton, King Edward Hotel	Luton

WEATHER REPORT.

October 7th, at 17.22—Warning to Hongkong:—A depression filling in Lat. 18 deg N., Long. 113 deg. E

October 7th, at 12.25.—No returns from Japanese stations.

Pressure has increased slightly to moderately at the majority of reporting stations. The anti-cyclone has increased in intensity and the depression in the China Sea in filling up.

Fresh monsoon will prevail along the China Coast, and over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 2.00 inches. Total since January 1st, 96.70 inches against an average of 77.66 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	N.E. winds, fresh to strong; cloudy, rainy, improving later
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG TIDE TABLE.

From 6th to October, 14th, 1920.

	Days of Week or Month.	High Water. H'kong Standard Time.		Height.		Low Water. H'kong Standard Time.		Height.	
		h.	m.	ft.	in.	h.	m.	ft.	in.
Fri.	8	m 6	16	6	9				
		7	43 a	5	7	1	7 a	2	2
Satur	9	m 7	19	6	9	m 1	3	3	8
		8	0 a	5	1	1	46 a	2	3
Sun.	10	m 8	14	6	9	m 1	52	3	2
		8	36 a	6	5	2	18 a	2	5
Mon.	11	m 9	5	6	8	m 2	35	2	7
		9	1 a	6	8	2	48 a	2	7
Tues.	12	m 9	54	6	5	m 3	16	2	3
		9	27 a	7	1	3	17 a	3	0
Wed.	13	m 10	42	6	2	m 3	53	3	1
		9	51 a	7	3	3	45 a	3	2
Thur.	14	m 11	29	5	8	m 4	37	1	9
		10	21 a	7	4	4	13 a	3	5

A. G. DA ROCHA

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771

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

STRAITS & CALCUTTA	"CHAKSANG"	Fri.,	8th Oct.,	3 p.m.
KOBE	"LAISANG"	Fri.	8th Oct.,	3 p.m
HAIPHONG via HOIHOW	"TAKSANG"	Sat.,	9th Oct.,	8 a.m
STRAITS & JAVA via AMOY	"CHUNSANG"	Sun.,	10th Oct.,	D'light
TIENTSIN	"CHIPSHING"	Tues.,	12th Oct.,	D'light
SHANGHAI	"KWONGSANG"	Tues.,	12th Oct.,	D'light
SANDAKAN	"HINSANG"	Tues.,	12th Oct.,	Noon.
MANILA	"LOONGSANG"	Fri.,	15th Oct.,	3 p.m

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kuadat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about Oct., 8th, for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS, and DUTCH EAST INDIES.

S.S. "CHUNSANG" will be despatched on or about Oct. 10th, for SINGAPORE PENANG & JAVA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

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GENERAL MANAGERS

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"VOGTLAND"	29th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE"	about 22nd Oct.	GENOA & LONDON.
"GLENIFFER"	3rd Nov.	GENOA, LONDON & ROTTERDAM.
"GLENOGLE"	Middle of Dec	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

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AGENTS: The Glen Line, Ltd: The Royal Mail Steam Packet Co: Owners of "Shire" Line:

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(KAWASAKI STEAMSHIP CO.)

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Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASANA ABE.

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The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,500 tons deadweight each,
Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, BUNKI, KOBE.

122

SHIPPING NEWS

ARRIVALS

October 6th.

Poolee, Chinese str., 859 tons, Captain Miyaoki, from Chefoo, with a general cargo.—Yue Tai Hong.

Fudo Maru, Japanese str., 1,112 tons, Capt. Aoi, from Tsingtau, with a cargo of salt.—T. K. K.

Heimei Maru, Japanese str., 2,728 tons, Capt. Yamamoto, from Tsingtau, with a cargo of salt.—Snowman.

Huichow, British str., 1,220 tons, Captain Lovegrove, from Canton, with a general cargo.—B. & S.

Kaifong, British str., 987 tons, Captain Jones, from Haihow, with a general cargo.—B. & S.

Lake Farrar, American str., 2,818 tons, Capt. Linden, from Saigon, with a cargo of rice.—Robert Dollar Co.

October 7th.

Chinhua, British str., 1,338 tons, Captain Harding, from Bangkok, *via* Swatow, with a general cargo.—B. & S.

Derwent, British str., 1,567 tons, Captain Beastead, from Saigon, with a cargo of rice, etc.—Thai Thuan.

Kwangtih, Chinese str., 1,358 tons, Captain Stewart, from Canton, with a general cargo.—C.M.S.N. Co.

Riojun Maru, Japanese str., 2,990 tons, Capt. Nakao, from Macassar, with a cargo of sugar.—Dodwell.

Saichow, Chinese str., 745 tons, Captain Forster, from Hoihow, with a general cargo.—Kwang Hing.

Shunshing, Chinese str., 297 tons, Captain de Souza, from Kwong Chow Wan and Macao, with a general cargo.—Po On.

Tak Sang, British str., 977 tons, Capt. Ritchie, from Manila, with a general cargo.—J. M. & Co.

CLEARANCES.

October 6th.

Ghuen On, for Kwong Chow Wan.
Hanyang, for Canton.
Hsin Chang, for Tientsin *viâ* Shanghai.
Jinsha Maru, for Moji.
Kaijo Maru, for Wakamatsu.
Prosper, for Saigon.
St. Albans, for Melbourne *viâ* Thursday Island.
Sui Yick, for Shanmei.
Tean, for Canton.
Tyndareus, for Vancouver *viâ* Kastan.
Yuensang, for Manila.

October 7th.

Dewawongse, for Saigon.
Hang Sang, for Shanghai.
Hock Lee, for Swatow.
Liang Chow, for Singapore.
Riojin Maru, for Moji.
Sunning, for Shanghai.
Shin Cheong, for Kwong Chow Wan.

SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. *Nankin* left Shanghai for Hongkong on the 6th inst., at 2.30 p.m., and due here on the 9th inst., about noon.

The R.M.S. *Empress of Japan*, from Hongkong, on September 14th, arrived at Vancouver on October 4th.

The s.s. *Methven*, from Hongkong, on September 3rd, arrived at Vancouver on October 4th.

The R.M.S. *Empress of Russia* arrived at Kobe on October 6th, leaves there on October 7th, and is due at Nagasaki on October 8th.

VESSELS EXPECTED.

Aki Maru (Australian line), due October 15th.
Empress of Russia, due October 16th.
Eurypylus (Blue Funnel line), from Shanghai, due October 7th.
Hakodate Maru (Calcutta line), due Oct. 15th.
Kamakura Maru (Liverpool line), due October 9th.
Isaba Maru, from London, due October 20th.
Kamo Maru (European line), due October 23th.
Monteagle, due about October 15th.
Morioka Maru (New York line), from Japan, due October 11th.
Tenshin Maru (Bombay line), due October 19th.
Tomiura Maru (Calcutta line) from Kobe, due October 8th.
Tsuruga Maru (Hamburg line), due November 6th.
Yetorofu Maru (Bombay line), from Osaka, due October 8th.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 7th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 a.m.
Barometer	29.80	29.84	29.88
Temperature	77	78	79
Humidity	82	86	86
Wind Direction	East	ENE	East
Force	4	2	3
Weather	of	or	or
Rain	1.11	—	1.83

Highest open-air Temperature on 6th ...90
Lowest open-air Temperature on 7th ...76

報會總商華港香

HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the

CHUNG NGOI SUN PO

(Chinese *Daily Press*)

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Documents translated from or into Classical Colloquial Chinese.

CHINA COAST METEOROLOGICAL REGISTER.

October 7th, A.M.

Station.	Hour	Barometer at Sea Level	Temperature	Humidity	Wind Direction	Wind Force	Weather
Vladivostock	6 a.m.	29.96	48	—	N	2	o
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	30.20	60	55	NW	6	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.16	61	81	NNW	1	o
Gutzlaff	"	30.07	66	79	NNE	4	o
Sharp Peak	7 a.	29.94	73	94	NE	2	o
Amoy	6 a.	29.93	80	78	ENE	2	o
Swatow	"	—	—	—	—	—	—
Taiboku	"	29.89	75	91	N	2	r
Taichu	"	29.89	75	—	—	0	b
Tainan	"	29.87	73	—	NE	4	b
Koshun	"	29.88	75	—	—	0	o
Pescadores	"	29.89	79	—	ENE	4	o
Canton	"	—	—	—	—	—	—
Hongkong	"	29.84	78	86	ENE	3	or
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.82	75	86	ENE	4	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	29.86	75	91	N	2	o
Tourane	"	29.81	77	—	NNW	4	b
Cape S. James	"	29.84	77	—	WSW	2	b
Aparri	6 a.	29.82	73	84	E	2	o
Dagupan	"	—	—	—	—	—	—
Manila	"	29.82	75	96	NNE	1	o
Legaspi	"	29.80	77	94	—	0	o
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.80	75	96	NE	2	o
Surigao	"	—	—	—	—	—	—
Guam	4 p.	29.78	—	—	—	0	r
Labuan	6 a.	29.80	78	90	ESE	4	o

C. W. JEFFRIES, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew wet.

7. RAIN, in inches, t tenths and hundreds.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT APPLY TO	TO DISPATCHERS
BOSTON & NEW YORK via PANAMA CANAL	Celtic Prince	Brit.	Shewan, Tomes & Co.	About 18th inst.
NEW YORK via SUEZ	Morioka Maru	Jap.	Nippon Yusen Kaisha	On 12th inst.
NEW YORK & BOSTON via SUEZ CANAL	Muncaster Castle	Brit.	Dodwell & Co., Ltd.	Middle of Nov.
NEW YORK via SUEZ	General Church	Brit.	The Bank Line, Limited	On 10th Nov.
NEW YORK via PANAMA	Tydeus	Brit.	The Bank Line, Ltd.	On 24th Nov.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Siberia Maru	Jap.	Toyo Kisen Kaisha	On 18th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 28th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 31st inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 6th Nov.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Iconium	Am.	The Admiral Line Pacific S.S. Co.	About 13th inst.
SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c.	Tajima Maru	Jap.	Nippon Yusen Kaisha	On 14th inst., at 11 A.M.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c.	Nile	Am.	Frank Waterhouse & Co.	About 15th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd.	On 21st inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Monteagle	Brit.	Canadian Pacific O. S. Ltd.	On 26th inst.
VICTORIA, SEATTLE & VANCOUVER	Teucer	Brit.	Butterfield & Swire	On 20th inst.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Manila Maru	Jap.	Osaka Shosen Kaisha	On 15th inst.
MARSEILLES & LONDON via S'PORE, PENANG &c.	Nankin	Brit.	P. & O. B. I. & A. L.	On 10th inst., at 10 A.M.
MARSEILLES via HAIPHONG, SAIGON, S'PORE &c.	Armand Behic	Fren.	Messageries Maritimes	About 10th inst.
HAVRE, ROTTERDAM & LIVERPOOL	Eurypylus	Brit.	Butterfield & Swire	On 9th inst.
GENOA & LONDON	Pembrokeshire	Brit.	Jardine, Matheson & Co., Ltd.	About 22nd inst.
GENOA, MARSEILLES, GLASGOW & LIVERPOOL	Titan	Brit.	Butterfield & Swire	On 11th inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., at Noon.
LONDON, AMSTERDAM & HAMBURG	Helenus	Brit.	Butterfield & Swire	On 9th inst.
LONDON, ANTWERP & ROTTERDAM &c.	Argun Maru	Jap.	Osaka Shosen Kaisha	On 16th inst.
LONDON, AMSTERDAM & HAMBURG	Keemun	Brit.	Butterfield & Swire	On 17th inst.
HAMBURG, LONDON, ANTWERP via SINGAPORE &c.	Dakar Maru	Jap.	Nippon Yusen Kaisha	On 16th inst.
AMSTERDAM & HAMBURG	Baarn	Jap.	Java-China-Japan-Lijn	On 18th inst.
BOMBAY & COLOMBO via SINGAPORE	Yetorofu Maru	Jap.	Nippon Yusen Kaisha	On 8th inst.
BOMBAY & COLOMBO	Saigon Maru	Jap.	Osaka Shosen Kaisha	On 10th inst.
BOMBAY via STRAITS & COLOMBO	Dunera	Brit.	P. & O. B. I. & A. L.	About 15th inst.
STRAITS & CALCUTTA	Chaksang	Brit.	Jardines, Matheson & Co., Ltd.	On 8th inst., at 3 P.M.
SINGAPORE, PENANG, CEBU, BRINDISI, VENICE, &c	Africa	Brit.	Dodwell & Co., Ltd.	About 7th Nov.
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 13th inst., at Noon.
CALCUTTA & RANGOON via SINGAPORE & PENANG	Tomiura Maru	Jap.	Nippon Yusen Kaisha	On 9th inst.
CALCUTTA via STRAITS & RANGOON	Gregory Apcar	Brit.	P. & O. B. I. & A. L.	About 13th inst.
LOS ANGELES, CALIFORNIA, U.S.A.	Vinita	Am.	Los Angeles Pacific Nav. Co.	About 13th inst.
SOUTH AMERICAN PORTS via CAPE	Tosa Maru	Jap.	Nippon Yusen Kaisha	On 17th inst.
AUSTRALIAN PORTS via MANILA	Victoria	Chi.	The China & Australia S.S. Co.	On 9th inst.
AUSTRALIAN PORTS via MANILA	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 20th inst., at 11 A.M.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 21st inst.
AUSTRALIAN PORTS	Eastern	Brit.	P. & O. B. I. & A. L.	About 1st Nov.
BUENOS, AIRES, RIO DE JANEIRO, SANTOS, &c.	Canada Maru	Jap.	Osaka Shosen Kaisha	On 2nd Nov.
VAL PARAISO via JAPAN, HONOLULU, SAN FRANCISCO &c.	Seiyo Maru	Jap.	Toyo Kisen Kaisha	On 9th Nov.
KOBE	Laisang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst., at 3 P.M.
JAPAN	Hokuto Maru	Brit.	Dodwell & Co., Ltd.	About 19th inst.
JAPAN PORTS	Havana Maru	Jap.	Osaka Shosen Kaisha	On 25th inst.
NAGASAKI, KOBE & YOKOHAMA	Aki Maru	Jap.	Nippon Yusen Kaisha	On 16th inst., at 11 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	Huichow	Brit.	Butterfield & Swire	On 8th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	Porthus	Fren.	Messageries Maritime	About 8th inst.
SHANGHAI & TSINGTAO	Tean	Brit.	Butterfield & Swire	On 9th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	Kamakura Maru	Jap.	Nippon Yusen Kaisha	On 9th inst.
SHANGHAI & JAPAN	Novara	Brit.	P. & O. B. I. & A. L.	About 13th inst.
SHANGHAI	Sinkiang	Brit.	Butterfield & Swire	On 14th inst., at Noon.
SHANGHAI	Persia	Brit.	Dodwell & Co., Ltd.	On 5th Nov.
AMOY, SHANGHAI & PUKOW	Shantung	Brit.	Butterfield & Swire	On 12th inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	Hailoong	Brit.	Douglas Lapraik & Co.	On 8th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Lapraik & Co.	On 12th inst., at 2 P.M.
SWATOW & BANGKOK	Chinhua	Brit.	Butterfield & Swire	On 12th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 15th inst., at 2 P.M.
HAIPHONG via HOIHOW	Taksang	Brit.	Jardine, Matheson & Co., Ltd.	On 9th inst., at 3 A.M.
HOIHOW, PAKHOI & HAIPHONG	Kaifong	Brit.	Butterfield & Swire	On 11th inst., at 9 A.M.
KEELUNG via SWATOW & AMOY	Kaijo Maru	Jap.	Osaka Shosen Kaisha	On 10th inst.
TAKAO via SWATOW & AMOY	Soshu Maru	Jap.	Osaka Shosen Kaisha	On 16th inst.
MANILA	Loongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst., at 3 P.M.
MANILA, CEBU & ILOILO	Taming	Brit.	Butterfield & Swire	On 19th inst., at Noon.
SAIGON, BANGKOK & SINGAPORE	Shisen Maru	Jap.	Osaka Shosen Kaisha	On 1st Nov.
JAVA	Tjibodas	Dut.	Java-China-Japan Lijn	About 19th inst.
JAVA	Samarang Maru	Brit.	Dowell & Co., Ltd.	About 11th inst.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATJAP	JAVA	11th Oct.	16th Oct.	SAIGON
TJIBODAS	AMOY	15th Oct.	19th Oct.	JAVA

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building First Floor — Telephone No. 1874.

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.

Sailings subject to alterations.

	Loading	For	Sailing on or about
"BAARN"	12th Oct.	AMSTERDAM & HAMBURG	15th Oct.
"TJIMANOEK"	October	ROTTERDAM & HAMBURG	25th Oct.
"KANGEAN"	November	AMSTERDAM & HAMBURG	23rd Oct.
"ALCHIBA"	December	ROTTERDAM & HAMBURG	20th Dec.
"BORNEO"	January	AMSTERDAM & HAMBURG	21st Jan.

For full particulars please apply to—

JAVA-CHINA-JAPAN LYN

General Agents, York Building.

Tel. No. 154.

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

FOR BOSTON & NEW YORK

CELTIC PRINCE" ... via PANAMA CANAL ... on or about 18th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners option

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,

Agents.

1111

C P O S

SAILINGS

HONGKONG TO VANCOUVER

via Shanghai, Nagasaki (Moji), Kobe & Yokohama.

	From Hongkong	On Vancouver
EMPRESS OF RUSSIA	Oct. 21	Nov. 8
MONTEAGLE	Oct. 26	Nov. 19
EMPRESS OF JAPAN	Nov. 9	Nov. 30
EMPRESS OF ASIA	Nov. 18	Dec. 6
EMPRESS OF RUSSIA	Dec. 16	Jan. 3
MONTEAGLE	Dec. 31	Jan. 24
EMPRESS OF ASIA	Jan. 13	Jan. 31
EMPRESS OF JAPAN	Jan. 19	Feb. 9
EMPRESS OF RUSSIA	Feb. 10	Feb. 28
EMPRESS OF JAPAN	Mar. 15	Apr. 5
EMPRESS OF ASIA	Mar. 31	Apr. 19

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to

HONGKONG OFFICE.

Telephone 746. Cable address: "CACKPAC."

CANADIAN PACIFIC OCEAN SERVICES.

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" October 9th.
"HWAH PING" November 8th.

For Freight and Passage apply to—

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Agents,

112, Connaught Road Central.

NEW YORK DIRECT

Joint Service of the

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OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"TYDEUS"	via Panama	24th Nov.
* "CITY OF AGRA"	via Suez	3rd Dec.
* "ROMEO"	via Suez	20th Dec.

* calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON. THE BANK LINE, LTD., HONGKONG. KRISS & CO., CANTON.

114

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Lt. L. Harvey
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FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.,

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

s.s. "GENERAL CHURCH" ... 10th Nov.
s.s. "MONTROSE" ... 15th Nov.

Subject to change without notice

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD., Managing Agent.

16

"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

LONDON ... "MATOPPO" ... 15th Oct.
LONDON ... "CITY OF NAPLES" ... 15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD., General Agents.

or to Reiss & Co., Canton.

22

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail	
Weihaiwei, Chefoo & Tientsin ...	"HUICHOW" ...	On 8th Oct.,	Noon.
SWATOW and SINGAPORE	"LINAN" ...	On 9th Oct.,	Noon.
HANGHAI & TSINGTAO ...	"TEAN" ...	On 8th Oct.,	Noon.
HOICHOW, PAKHOI & HAIPHONG	"KAIFONG" ...	On 11th Oct.,	9 A.M.
SWATOW & BANGKOK ...	"CHINHUA" ...	On 12th Oct.,	10 A.M.
AMOY, SHANGHAI & FUKOW...	"SHANTUNG" ...	On 12th Oct.,	4 P.M.
SHANGHAI ...	"SINKIANG" ...	On 14th Oct.,	Noon.
SHANGHAI and TSINGTAO ...	"YINGCHOW" ...	On 16th Oct.,	4 P.M.
MANILA, CEBU & ILOILO	"TAMING" ...	On 19th Oct.,	Noon.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

TELEPHONE 16.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger. Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"HAILOONG" ...	Capt. J. S. Thomson	FRIDAY,	8th Oct., at 2 P.M.
"HAICHING" ...	Capt. A. H. Stewart	TUESDAY,	12th Oct., at 2 P.M.
"HAIHONG" ...	Capt. W. C. Fasmore	FRIDAY,	15th Oct., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO., General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY
TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

Due Inwards	About	Sailing	About
S.S. VINITA ...	Oct. 10th.	S.S. VINITA ...	Oct. 12th.
S.S. WEST HIXTON ...	Nov. 1st.	S.S. WEST HIXTON...	Nov. 4th
S.S. WEST MONTOP...	Dec. 1st.	S.S. WEST MONTOP...	Dec. 1st.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-route Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Calif
Branch Office:—Kobe, Shanghai, Manila, Singapore.

Hongkong Office:—Prince Building, Chater Rd Tel. No. 1062.

CHAS P. RICHARDSON General Agent for South China

4851

P. & O. — BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NANKIN"	6,900	10th Oct. 10 A.M.	Marseilles, London & Antwerp
"DUNERA"	5,400	15th Oct.	Singapore, Colombo & Bombay
"KASHGAR"	8,900	22nd Oct.	Marseilles, London & Antwerp
"NOVARA"	6,900	12th Nov.	Marseilles, London & Antwerp
"NELLORE"	6,853	26th Nov.	Marseilles, London & Antwerp
"SOMALI"	6,712	10th Dec.	do.
"DEVANHA"	8,100	17th Dec.	do.
"SICILIA"	6,702	31st Dec.	do.
"PLASSY"	7,346	21st Jan. 1921	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR"	4,600	13th Oct.	Calcutta via S'pore, P'ang & R.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	1st Nov.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"NOVARA"	6,900	13th Oct.	Shanghai & Japan.
"EASTERN"	4,000	14th Oct.	Japan direct.
"TAKADA"	7,000	21st Oct.	Shanghai & Japan.
"NELLORE"	6,900	24th Oct.	Shanghai & Japan.
"DILWARA"	5,400	30th Oct.	Shanghai Only

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice

Parcels Measuring not more than 2½ft. x 2ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged passages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO., Agents

22, Des Voeux Road Central, HONGKONG 1

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
ARGUN MARU ... Saturday, 16th Oct

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN VIA SINGAPORE.
"CANADA MARU" (Taking Passengers) ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"SAIGON MARU" ... Sunday, 10th Oct.
"BURMA MARU" ... Saturday, 16th Oct.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.
"SHIRE MARU" ... Monday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
* "ARIZONA MARU" (Taking Passengers) ... Tuesday, 12th Oct.
"MANILA MARU" (do.) ... Friday, 15th Oct
* Omit Manila

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HAGUE MARU" ... Sunday, 7th Nov.

NEW ORLEANS LINE.
"SUMATRA MARU" ... Beginning of Dec.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
* "HAVANA MARU" ... Monday, 25th Oct.
* Omit Yokkaichi Call Shanghai.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"KAIJO MARU" ... Sunday, 10th Oct.

TAKAO VIA SWATOW & AMOY.
"SOSHU MARU" ... Saturday, 16th Oct

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 & 745. [31

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	16th Oct.	21st Oct.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [421

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Steamers	Tons	Leave Hongkong
SIBERIA MARU ...	20,000 ...	...Oct. 12th.
TENYO MARU ...	22,000 ...	...Oct. 28th.
SHINYO MARU ...	22,000 ...	...Nov. 23rd.
PERSIA MARU ...	9,000 ...	...Dec. 2nd.

SOUTH AMERICAN LINE
HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

TRANSIT BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong.
SEIYO MARU ...	14,000 ...	Nov. 9th.
TOKUYO MARU (Cargo only)	—— ...	Dec. 9th.
KIYO MARU ...	17,200 ...	Jan. 10th, 1921.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER, King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD. [35

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 10,000	On or about 8th Oct
	"CORDILLERE" ...	On or about 22nd Oct
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"ARMAND BEHIC" 10,000	On or about 10th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER, Acting Agent, Queen's Building.

TELEPHONE 740.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER (Calling at Shanghai and Kobe).

"ICONIUM" ...	About Oct. 12th.
"ELDRIDGE" ...	About Oct. 18th.
"WHEATLAND" ...	About Nov. 17th.

For PORTLAND direct.

(Calling at Kobe and Yokohama).

"ABERCOS ...	About Oct. 23rd.

For SEATTLE.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL
FOR SAN FRANCISCO.

HONGKONG—CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO., Hotel Mansions

Telephone 141. Cable Address "SOLANO."

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Due
Saigon	*Porthos*	8th Oct.
Shanghai	*Shantung*	8th Oct.
Japan	*Yetorofu Maru*	8th Oct.
Japan	*Tomiura Maru*	8th Oct.
Europe (via Negapatam)	*Kamakura Maru*	9th Oct.
Shanghai	*Nankin*	9th Oct.
Japan	*Morioka Maru*	11th Oct.
Manila and Australia	*Aki Maru*	15th Oct.
Straits and Calcutta	*Hakodate Maru*	15th Oct.

OUTWARD MAILS.

For	Per	Date
Hoihow and Haiphong	*Haimun*	Friday, 8th, 9.00 A.M.
Weihaiwei, Chefoo and Tientsin	*Haichow*	Friday, 8th, 11.00 A.M.
Shanghai, N. China, and *Japan via Kobe	*Jason*	Friday, 8th, 11.00 A.M.
Philippine Islands	*City of Dunkirk*	Friday, 8th, 11.00 A.M.
Saigon	*Taiouhe*	Friday, 8th, 1.00 P.M.
Swatow, Amoy and Foochow	*Hai Loong*	Friday, 8th, 1.00 P.M.
Japan via Kobe	*Laisang*	Friday, 8th, 2.00 P.M.
Straits, Bangkok, Calcutta and Aden	*Chaksang*	Friday, 8th, 2.00 P.M.
Shanghai, N. China and Japan via Kobe	*Porthos*	Friday, 8th 3.00 P.M.
Hoihow and Haiphong	*Takming*	Friday, 8th, 5.00 P.M.
Philippine Is., Sandakan, Australia and New Zealand, via Thursday Is.	*Victoria*	Friday, 8th, Registration 5.00 P.M. Letters 5.0 P.M.
*Straits and *Bangkok	*Eurypylus*	Saturday, 9th, 10.00 A.M.
Swatow and North China	*Titan*	Saturday 9th, 10.00 A.M.
Swatow and *Straits	*Linin*	Saturday, 9th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, S. Africa, India via Dhanushkodi, Egypt and *EUROPE via SUEZ. The Parcel Mail will be closed on Friday, 8th Oct., at 5 p.m.	*Hermus*	Saturday, 9th. Registration 8.45 A.M. Letters 10.30 A.M.
Tientsin	*Chipshing*	Saturday, 9th, 5.00 P.M.
Straits and Bangkok	*Chinsang*	Saturday, 9th, 5.00 P.M.
Hoihow, Pakhoi and Haiphong	*Kaifong*	Sunday, 10th, 9.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Aden, *Egypt and *EUROPE via MARSEILLES	*Nankin*	Sunday, 10th. Registration 8.30 A.M. Letters 9.00 A.M.
Saigon, *Straits, *Bangkok, *Ceylon, *Mauritius, *L. Marquis, *South Africa, *India via Dhanushkodi, *Aden, Egypt and EUROPE via MARSEILLES	*Armand Behic*	Sunday, 10th. Registration 9.00 A.M. Letters 9.00 A.M.
Swatow, Amoy & Formosa via Keelung	*Kaijo Maru*	Sunday, 10th, 9.00 A.M.
*Shanghai and *North China	*Kwongsang*	Monday, 11th, 9.00 A.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(DIRECT).

"HELENUS" 9TH OCT. London & Rotterdam
"KEEMUN" 12TH OCT. London, Amsterdam & Hamburg.
"TEIRESIAS" 18TH OCT. London, Amsterdam & Antwerp.
"ELPENOR" 16TH NOV. London, Rotterdam & Antwerp
"ATREUS." 23RD NOV. London, Amsterdam & Hamburg.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"EURYPYLUS." 9TH OCT. Havre, Rotterdam & Liverpool.
"TITAN" 11TH OCT. Genoa, Marseilles, L'pool & Glasgow
"PELEUS" 26TH OCT. Genoa, Liverpool & Glasgow.
"TELAMON" 2ND NOV. Liverpool

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"TEUCER" 20TH OCT.
"IXION" 16TH NOV. } Victoria, Seattle & Vancouver.
"TALTHYBIUS" 7TH DEC.

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"TYDEUS" 24TH NOV. via Panama.

HOMEWARD PASSENGER SERVICE

"STENTOR" 13TH OCT. for London direct.
"TEIRESIAS" 18TH OCT. for London direct.
"IDOMENEUS" 3RD NOV. for Liverpool via Marseilles.
"PYRRHUS" 21ST DEC. for London direct.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

1341]

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

Capital $4,000,000
Surplus $1,100,000

HEAD OFFICE: NEW YORK, U.S.A.

BRANCHES:
SHANGHAI TIENTSIN MANILA
HANKOW CANTON CHANGSHA
PEKING

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

N. E. MULLEN,
Acting Manager.

1181]

COMMERCIAL.

OPENING QUOTATIONS.

October 7th.

ON LONDON.—
Telegraphic Transfer ... 4/-
Bank Bills, on demand ... 4/-
Bank Bills, at 30 days sight ... 4/-
Bank Bills, at 4 months' sight ... 4/1½
Credits, at 4 months' sight ... 4/2
Documentary Bills, 4 months' sight 4/3
ON PARIS.
Bank Bills, on demand ... —
Credits, 4 months' sight ... 111
ON NEW YORK.—
Bank Bills on demand ... nom
Credits, at 60 days' sight ... 7⅞
ON BOMBAY.—
Telegraphic Transfer ... nom.
Bank Bills, on demand ... nom.
ON CALCUTTA.—
Telegraphic Transfer ... nom
Bank Bills, on demand ... nom.
ON SHANGHAI.—
Bank bills, at sight ... nom
Private, 30 days' sight ... nom.
ON YOKOHAMA.—On demand ... 138
ON MANILA.—On demand—Pesos ... 155 n.
ON SINGAPORE.—On demand ... 174½
ON BATAVIA.—On demand ... 220
ON HAIPHONG.—On demand ... nom
ON SAIGON.—On demand ... nom.
ON BANGKOK.—On demand ... 52
SOVEREIGNS, Bank's Buying rate ... $ 4.85 n.
GOLD LEAF 100 fine, per tael ... $36.60
BAR SILVER per oz ... —

		Per cent.
Hongkong	20 cents piece	$0.00 Premium
Hongkong	10 "	0.26 "
Canton	20 "	13.20 Discount
Canton	10 "	0.00 "

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... $15,000,000
Reserve Funds:—
Sterling ... £1,500,000
Silver ... $23,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
Hon. Mr. E. V. D. PARR—Chairman.
A. H. COMPTON, Esq.—Deputy Chairman.
G. M. Dodwell, Esq. | Hon. Mr. J. Johnson
G. T. M. Edkins, Esq. | A. O. Lang, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 18th 1920

THE BANK OF TAIWAN LIMITED
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... " 45,000,000
Reserve Funds ... " 9,680,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tookyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan Shinchiku, Taichu, Tainan, Takow Tamsui, Tobyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

HONGKONG BRANCH,
2, Des Voeux Road, Central.
Hongkong, September 1st, 1920. [43

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorised Capital ... £3,000,000
Subscribed Capital ... £1,800,000
Paid-up Capital ... £1,050,000
Reserve Fund ... £1,050,000

Bankers:
The BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:
Bombay Hongkong Kuala Lumpur Rangoon
Calcutta Howrah Madras Shanghai
Colombo Kandy New York Singapore
Delhi Karachi Penang
Galle Kota Bharu Port Louis (Mauritius).

HONGKONG BRANCH
Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong June 30th, 1920. [44

"COMMANDER"

"Commander" stands supreme in it's power to satisfy the most fastidious smokers. It is a mild, pleasing cigarette made in a "Super Size"....

"Commander must be smoked to be appreciated"

Westminster Tobacco Co. Ltd. London

MADE IN ENGLAND.

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital ... Frs. 72,000,000.00
Paid up Capital ... Frs. 68,400,000.00
Reserves Funds ... Frs. 69,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS.
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, August 2nd, 1919. [76

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000
SUBSCRIBED CAPITAL ... F. 150,000,000
PAID UP ... F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC ... F. 50,000,000

Chairman of the Board of Directors ... André Berthelot
General Manager ... A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTARGIS,
Manager.

Hongkong, August 17th, 1920.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.

Hongkong, November 2nd, 1919. 9

THE BANK OF EASTASIA, LTD.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1919.

PAID-UP CAPITAL ... $2,000,000.00
RESERVE FUND ... 200,000.00

DIRECTORS:
Mr. PONG WAI TING, Chairman.
Mr. Chow Shou Son. | Mr. Kan Ying Po.
Mr. Li Koon Chun. | Mr. Mok Ching Kong.
Mr. Fung Ping Shan. | Mr. Wong Yun Tong.
Mr. P. K. Kwok. | Mr. Chan Ching Shek.
Mr. Ng Chang Luk.

Chief Manager ... Mr. Kan Tong Po.
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG PO,
Chief Manager.

Hongkong, October 1st, 1920. [109

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. 99

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000
Reserve Fund ... £3,000,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. [52

THE BANK OF CHINA
行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... $60,000,000.00
Paid-up Capital ... 12,278,800.00
Reserve Funds ... 2,197,400.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd
New York Bankers:—Irving Trust Company

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYEE I-EI,
Manager.

Hongkong, February 6th, 1920. 8

FOR HOUSEHOLD ECONOMY use Home-grown VEGETABLES.

Just received new supply of SEEDS.

GRACA & CO.,
No. 10, WYNDHAM STREET, HONGKONG.
P.O. Box. 620

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